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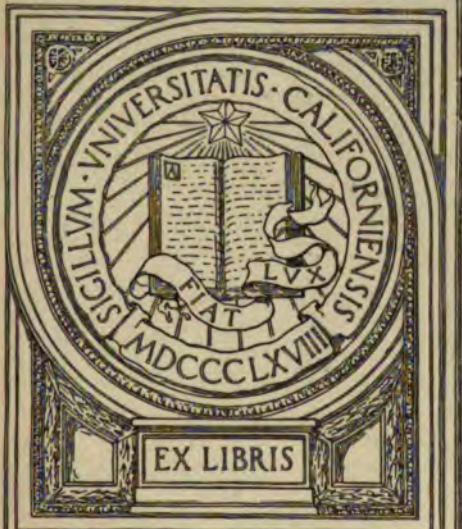

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MODERN RESIDENCE. NEWEST AFRICA

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A Voyage Along The Western Coast OR Newest Africa

A Description of Newest Africa, or the Africa of To-day and the Immediate Future

BY

JOSEPH H. READING

For Fifteen Years Resident in Equatorial Africa. Author of the Ogowe Band, etc., and late Acting Commercial Agent of the United States

Philadelphia
Reading & Company, Publishers
421 Chestnut Street
1901

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TO MY GOOD FRIEND

HERMANN SCHIFF, ESQ.,
OF HAMBURG, GERMANY
TO WHOM I AM INDEBTED FOR MANY FAVORS EXTENDED TO ME IN
THE INTERIOR OF AFRICA, THIS BOOK IS
GRATEFULLY DEDICATED

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PREFACE.

TO the men and women of to-day Africa is a Great Unknown Land through which explorers fight their way and return with stories of the horrible and the marvelous—stories too often told for no higher purpose than to make a book sell, or a lecture interesting. I admit that many of these stories are true, for I have myself been through some of these experiences; but it is only a small portion of the truth concerning this great continent, just as the horrors of Indian warfare at the present time are only a small part of the truth concerning our own country.

Africa is a glorious land, rich in natural resources, and has a grand destiny in store for her. The physical beauty of the country, the adaptability of a large portion of it to the Anglo-Saxon race, and the progress that the Coast ports have made in civilization and refinement, will be a revelation to many. Africa is the grandest continent of the earth; it is destined to become the home of millions of our own race, and more money will be made there during the present century than anywhere else in the world. The descriptions in the following pages of the resources of that country are far below the truth—the realization will greatly exceed anything I have predicted.

The engravings are mostly from photographs reproduced upon copper by the new process, and give a truthful impression of the ordinary appearance of the places described.

As railroad building has already begun, it cannot be many years before cities and towns will spring up all over the land, and I confidently expect by the close of this decade to hear of Cook selling excursion tickets to the Soudan, the Congo and the great inland lakes. Why not?

J. H. R.

Philadelphia, April 1st, 1901.

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CAPTAIN THOMPSON

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Newest Africa.

CHAPTER I.

GRAND CANARY AND SENEGAMBIA.

ON a bright windy day in the early part of September a small, two-masted steamer might have been seen going down the Irish Channel, outward bound for the West Coast of Africa. This steamer of 960 tons register was called the "Kisanga," and was under the command of Captain Charles Thompson, a brave and skillful navigator, who had been twenty-five years running in the African trade, and knew all the ins and outs of the Coast as well as he knew the way about his native city of Liverpool, and perhaps even better. The fresh breeze from the westward, which was stiffening to half a gale, made the Channel rough and choppy and the good steamer's decks were being well sprinkled with the briny fluid, while occasionally a heavier wave would come on board and set things afloat for a minute or two.

The "Kisanga" was almost a new ship, owned by Messrs. Hatton & Cookson, of Liverpool, and formerly run solely to carry their own cargo, but now in the service of the Association. The Association is a great Trust into which the interests of several rival firms are merged, and was formed like other Trusts to stop competition and enlarge profits. It now includes the principal private firms trading on the West and Southwest coasts of Africa.

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When the "Kisanga" ran only with owner's cargo she sailed direct for the mouth of the Niger, calling only at Grand Canary for coal, and on the Kru Coast for "boys" as the native passengers who act as coolies in all the West African ports are called. Now that she was in the service of the Association she would call at a number of trading-stations along the Coast to land dispatches, and in some places cargo.

In the little smoking-room at the head of the saloon stairs was a quartette of "old coasters" looking rather seedy and miserable, and trying to pass the time with cigars and cards. Leaving home for a prolonged stay in such a country as Africa is not conducive to cheerfulness, and with the home-scenes and partings from dear ones fresh in the mind, it was not to be wondered at if they felt gloomy and moody. Leaving them to their reflections, let us take a glance at the present commerce of the West African Coast.

There are two lines of English mail steamers sailing from Liverpool—the African Steamship Company, of London, and the British & African Steamship Company, of Glasgow. These two companies were formerly rivals, but now work in harmony, and between them they dispatch one steamer a week to the West Coast, and one steamer every three weeks to the South Coast. By the "West Coast" is meant the coast from Cape Verd to Old Calabar; while the country from Kamerun to Benguela is known as the "South Coast." At the present time the West Coast furnishes ten times as much produce as the South Coast, and all the South Coast vessels must fill up with cargo on the West Coast before sailing for home. In addition to the departures already enumerated these English companies dispatch a steamer once a month from either Hamburg or Antwerp.

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Of the Continental lines the most important is Messrs. Woermann & Co.'s line which dispatches a large, fine steamer from Hamburg every two weeks, alternately for the West and South Coasts. Next in importance is the Portuguese Line with a swift express steamer on the 6th of every month from Lisbon. These steamers carry the through mails and call only at Madeira, Princes, St. Thomas, the Congo and the Portuguese settlements in Angola. The French Line dispatch a steamer once a month alternately from Bordeaux and Marsailles. The Spanish Line sends a large steamer once in three months from Barcelona. Besides these regular departures there are frequently extra sailings, and some firms like Messrs. Hatton & Cookson own their own steamers and sailing ships. From this enumeration it may easily be seen that the Western Coast of Africa has abundant transportation facilities.

It is true these lines are not all of them so profitable as they should be, for there has been such competition that freight rates on some classes of goods are too low, but the companies are now coming to a better understanding, and it is to be hoped fair rates will rule in the future so that a reasonable profit may be earned. But if the freight rates are in some instances too low, the passenger rates are too high, especially when the very ordinary accommodations are taken into account. The passage-rate is now thirty-five pounds to the South Coast, and the local rates on the Coast from one port to another is from one pound to three pounds a day. Both table and service are far from being excellent from a North American point of view. On some of the ships there is a good deal of heavy drinking, which makes it unpleasant for passengers who do not indulge in such excesses. It is but fair to say that a great improvement has been going on of late in this matter, and it is now possible, by choosing your captain, to make the voyage without any special annoyance from this objectionable practice.

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The "Kisanga" has always been a favorite ship; clean and comfortable, rather faster than some of the older vessels, and commanded by a thorough seaman as well as an accomplished gentleman, she has seldom sailed with any spare passenger-room. Her accommodations for saloon-passengers are in the stern, which is an objection to those who suffer from sea-sickness, but "old coasters" pride themselves upon being sailors, and they think they are further away from the noise and confusion of working cargo than they would be amid-ship.

The four gentlemen in the smoking-room were Mr. James Alexander, a Liverpool commission merchant; Messrs. Thomas Sinclair and Herman Schiff, African traders who had risen to the rank of "general agent," and Joseph King, Esq., for many years American consul upon the African coast. There were several younger passengers on board, but these four were old friends, and their long service upon the Coast has caused them to be looked upon as a sort of aristocracy, so that they formed a little circle by themselves. Presently the door opened and in stepped Captain Thompson, the salt water dripping from his oil-skin coat. Just then the bell rang and all went downstairs to dinner.

The outward voyage for the first six or eight days is far from being a pleasant one; it is too cold or too wet to sit on deck. The vessel rolls and pitches, especially in the Bay of Biscay, and the passengers are usually more or less homesick, so that they have a pretty miserable time of it. Day by day, however, the sun increases in power, the wind loses its force, the sea quiets down, the air becomes more balmy and the "social exiles" crawl from their hiding places in their state-rooms and lie about in the sunshine to drink in the genial warmth and thaw themselves into a good humor.

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DISTANT VIEW OF THE LOWER OGOWE

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Toward evening of the seventh day out some brown rocks rising from the water "dead ahead" of them announced the fact that they were approaching the island of Grand Canary. The port is on the northeast corner of the island, and as they drew near, the "Kisanga" was "slowed down," and at intervals her engines were stopped altogether in order to take soundings. Some captains anchor outside during the night, but Captain Thompson was not one of that sort; he knew he could take his ship in all right, and he was a man that when he could do a thing, he did it; besides he had no desire to keep his fires up all night for the sake of a couple of miles steaming in the morning, at least not if he could help it. So the "Kisanga" crept slowly into the harbor and shortly after eleven o'clock she dropped her anchor just inside the new breakwater in a convenient spot for taking on coal in the morning.

Until very recently Madeira was the great coaling station for all the South Atlantic steamers whether bound for the West Coast of Africa, the Cape, or the Brazils, but now the West African boats mostly coal at Grand Canary, the coaling company there being in some way connected with the officers of the steamship companies. Besides, it is the policy of the latter companies to build up the Canary Island ports with the expectation of their becoming sanitariums, and thus increasing the freight and passenger traffic.

The African steamers expect to take coal enough with them for the round trip, for while coal may be purchased at two or three ports on the Coast, it is very expensive as it must be brought out from England, handled twice and stored securely from the heavy rains that would cause it to deteriorate rapidly. The plan usually adopted is to steam out from England at full speed, say from eleven to twelve knots an hour; fill up with coal at Grand Canary,

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including a large heap on the forward deck, for bad weather and rough seas are now left behind, and then for the remainder of the voyage the ship is run at about three-quarters speed, say eight knots an hour, which experience has shown to be most economical of fuel, until Grand Canary is once more reached on the homeward run, when enough coal is taken to last to Liverpool and the ship is driven at full speed again. The coal used is the kind known in America as bituminous, anthracite being almost unknown in Great Britain.

All were astir at an early hour the next morning on board the "Kisanga," and boats from shore were soon clustered thickly about the gangway which had been lowered until it almost touched the water. The port officers were the first on board, and when they had examined the ship's papers and given the signal that all was right a motley crowd swarmed up the ladder and over the sides of the ship. The agent of the coal company, handsomely dressed, was there to see how much coal was needed. The commercial house to whom the ship was consigned had sent representatives to get a list of the stores and fresh provisions needed and to offer hospitality to the captain. Runners from hotels and houses of ill-fame were seeking customers among the passengers; women came for the ship's and passengers' soiled linen; fakirs brought a great variety of wares, much of which was merely trash, and boatmen were clamorous to take the strangers ashore at a shilling a head. The clerks and younger fry among the passengers were eager for adventure, and anxious to inspect the wine and women of the island, and they were soon on their way to the shore in charge of the guides whom they had chosen; but the old hands were not to be so easily caught, for they wandered about the deck enjoying the beauty of the scene, and puffed away quietly on their brierwood pipes. And a lovely sight it was indeed!

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Across the bay was the old Spanish city of Las Palmas still lying in the shadows of the early morning. Behind the city the mountains rose to a height of three thousand feet, their brown summits bathed in a glorious light of crimson and gold by the beams of the rising sun. In some places palms lined the beach, and in many parts of the city their dark green fronds towered above the houses, contrasting prettily with the white-washed walls. Market boats and steam launches were moving about over the water, and in the port, which is on the opposite side of the bay from the town, were several large vessels at anchor.

After breakfast the four friends accepted an invitation from Captain Thompson to spend the day ashore with him, and so, having donned light clothing, for it was warmer ashore than on the "Kisanga," they all got into the ship's gig and were soon alongside the heavy stone steps in the lee of the breakwater that extends like a wide pier far out into the bay. There was a good deal of stir and activity here, for this is the business portion of the town; produce was being landed from small sailing vessels that had come from other islands of the group; men were shoveling coal into sacks and lowering them into barges to be towed alongside the waiting steamers; cargo was being landed from some steamers and shipped away by others; coarse, broad-shouldered women were carrying heavy burdens on their heads, and carriages were in waiting to carry passengers around the bay to Las Palmas.

The agent of the coal company saw the little party coming and met them on the pier and after a few minutes' conversation selected a two-seated carriage to take them to town and gave the driver his instructions in Spanish so that there might be no mistake. Mr. Schiff, with the sagacity of a world-wide traveler, chose a seat by the driver, and had by far the finest view. After leaving the port the road skirts the bay for a couple of miles, giving a

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delightful view of the harbor and shipping on the one side, and the bare, brown rocky hills on the other. As they drew near to Las Palmas they passed a large, new hotel, which is being put up by British capitalists for the entertainment of winter tourists. The building is a handsome one, and the grounds are adorned with almost every variety of palm and tropical plant, making it a delightful home in which to spend a few months. During the dark and dreary winter of the frozen North this far-away isle dwells in perpetual sunshine, and the soft breeze gently rustles the drooping fronds of the palms, while the delicate perfume of flowers fills the air, and their rich colors charm the eye.

Las Palmas is built in a broad hollow between the hills, with a small river, spanned by iron bridges, running through it. The houses are mostly of stone, with thick, heavy walls, which look rather dull and dreary from the street. Most of the houses open upon an interior court, which is planted with fruit trees and flowers, with, perchance, a fountain in the centre and vines clambering over the walls. There are excellent shops in the town which offer good assortments of dry goods, groceries, hardware, wines and various other merchandise. A cable connects the island with Cadiz, in Spain, and thence with the rest of Europe; the rate is sixty cents a word to any of the principal European capitals. There is a small but pleasant park in the centre of the town where the people promenade in the cool of the day, and which gives the ladies an opportunity to show themselves, while it forms an excellent meeting-place for friends. As the inhabitants are so shut in to themselves on their little island, they must of necessity take a deep interest in one another, and as a consequence gossip and scandal are freely indulged in. The retail trade, and all mechanical and agricultural labor is in the hands of the Spanish natives, but the foreign trade is conducted principally by the English.

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MR. SINCLAIR

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Our friends alighted at the Hotel Royal, which is on the main street of the town, and walking through the office into the interior courtyard, took seats around a small table and called for wine, coffee and cigars. Mr. King was what the English call a "total abstainer," and so while he sipped his coffee the other four discussed the wine. Fifteen years ago the passengers for a West Africa port must drink when invited to, or fight; now, however, one may enjoy as large a liberty of individual action as any where else in the world, always provided of course that he does not thrust his ideas upon others. A moderate amount of wine of fair quality is produced on the island, and some little is exported. On the other hand considerable is imported from Spain, and how much mixing and doctoring this is subjected to outsiders are not informed. But little brandy is drunk except by Englishmen.

Quite a number of tourists were lounging about the courtyard in an absent-minded, lazy sort of way. They did not seem to care for reading or conversation, lolling about with their eyes half shut they appeared to be trying to put in the time, apparently with fair success. They were mostly men past the prime of life, who were either globe trotters "doing" this place along with the rest, or else men who had "made their pile" and had come out here to spend some of it. It was noticeable that there were but one or two ladies among them.

"What are these old game-cocks doing out here by themselves do you suppose?" inquired Mr. Schiff in an understone.

"Trying to get away from the folks at home, I reckon," responded the Captain.

This class of men are in the habit of looking upon African traders as an inferior sort of animal, and it is not to be wondered at that our friends held them in light esteem.

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Energetic men of affairs would not long be comfortable in such an atmosphere, and so it was not long before our friends were rattling through the city in a couple of carriages drawn by three horses harnessed abreast to each, bound for a ride over the mountains. The road, which was macadamized, was in splendid order, and followed the rocky stream through the valley and then up the mountain slope. In the valley were many fields of bananas, with date palms growing near the river-bank. Terraced gardens were built against the hill-side, and these were planted with pineapples, bananas, figs, oranges, lemons, grapes and onions. The onion may be classed as a fruit in the Canaries for the people eat them as we would apples.

Banana raising is profitable to the islanders, but unfortunately the amount of land suited to their culture is small. They require a deep and fertile soil, and even then artificial fertilization is desirable; this of course is always expensive, and doubly so in an out-of-the-way place like the Canaries with little foreign commerce and no manufactures. The variety raised is one of the short stocky kinds with bunches of medium-sized yellow fruit. The flavor is excellent, being more spicy and having a greater "bouquet" than those grown on the rich lands near the equator. When shipped, a single bunch is put in a long common splint basket, made expressly for this purpose, and carefully packed with the dried leaves to prevent bruising of the fruit; a piece of coarse sacking is then tied over the mouth of the basket, the stem protruding a few inches through a hole in the centre. They are not stowed in the hold of the steamer, but are stacked up in great piles on the deck and seldom fail to carry well. These bananas bring from one dollar and a quarter to one dollar and a half a bunch in Marsailles; of this sum twenty-five cents goes to the steamer for freight, twenty-five cents for basket, packing and commission, leaving from seventy-

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five cents to one dollar a bunch to be divided between the shipper and the grower.

The date palm is never grown in an orchard, and how profitable it might be to make a regular business of raising them, is not easy to say. They love to grow where they can "keep their toes always moist" and seem to thrive well on the borders of streams, or in courtyards and gardens where the soil is irrigated. When once they come into bearing they require little care or cultivation beyond the cutting and carrying away the fruit, and if there was enough suitable land to make a plantation of them they ought to pay well. They come into bearing in from ten to twelve years after planting. The appearance of a palm tree is sometimes a disappointment to new-comers from the North, for when seen close by it is somewhat coarse and rough, but if beheld at a little distance, so that some of the details are lost in the general outline, it is one of the most graceful and striking objects in the vegetable kingdom. When those who have spent some years in the tropics return to their Northern home, the graceful palm, waving its feathery arms in the brilliant sunlight, is constantly in their minds, and its enchanting beauty is continually alluring them to return.

Considerable maize is grown in the Canaries, which is surprising when we take into account the fact that much more valuable crops can be grown on the same land. An acre of bananas will yield fruit worth more than twenty times the value of the grain grown on the same piece of ground; and oranges, figs, grapes and onions would yield from five to ten times as much. True, these crops, especially the bananas and onions, might need some extra fertilization, but it would without doubt be better to buy the guano and nitrates needed, and raise the more profitable crop. Corn is doubtless needed for feeding purposes and it might be that none is brought to the islands for

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sale, and so the people are compelled to grow it or go without. No doubt a market might be found here for American food products and even manufactured goods; the chief difficulty would be that the wine and fruits which are all the islanders can give in exchange, may be had more cheaply from our own California and Florida, so that the commerce between the Canaries and the United States will never amount to much.

Even as a winter resort there is but little to attract Americans except the old-fashioned Spanish civilization, and enough of this can be found in the by-ways of Mexico without the inconvenience and hardships of a long ocean voyage at a stormy season of the year. All that there is pleasant in the climate may be found in Southern California, and these islands are not likely to be visited by Americans except by an occasional tourist out of mere curiosity. At the present time the management of the African Lines are trying to call attention to Las Palmas as a sanitarium for all who find the winters of Great Britain too severe or tedious, and no doubt it is far more agreeable than London; but there are a multitude of places along the shores of the Mediterranean that have almost as mild a climate and are far more accessible, for it must ever remain true that any person who can endure the voyage to and from the Canaries in the class of steamers provided by the African companies could get comfortably through an English winter with reasonable care.

As the carriages ascended the mountain side the sun's rays began to be felt, but the pure fresh air from the ocean tempered the heat and made the ride most enjoyable. The steeper hillsides were bare of vegetation except a few coarse shrubs, but the gentler slopes had been terraced and planted with various crops. The top of the mountain is a broad table-land, with a good soil, and everywhere carefully cultivated; the prospect is far more pleasing than it

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MR. SINCLAIR'S RESIDENCE. GABOON

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is near the sea-shore and little villages or clusters of houses thickly dot the landscape. Many of these houses are chiseled from the rock, or more strictly in the rock, veritable cave dwellings, and in this dry climate are no doubt cool and comfortable.

One of the industries of the island is the cutting of drip-stones to be exported to various countries, more especially to Western Africa. These drip-stones are shaped like a deep bowl, with a large square top, and hold two or three pail-fulls of water each. They are chiseled from blocks of lava, and are used everywhere on the African coast to filter water. For this purpose they are admirably adopted, and it is doubtful if any of the host of patent filters are equal to them. The sides of these huge bowls are three or four inches in thickness, and the water slowly percolates through these solid stone sides, leaving every particle of sediment behind. Once a week they need to be rubbed well on the inside with a scrubbing brush, and thoroughly washed out, which is an easy thing to do because of the large open top; by this means it is possible to have perfectly pure water. If there is fear of the water containing animal poison, or the germs of typhoid fever, cholera, dysentery or other diseases, the bowl may be filled with bone charcoal which will purify the water even better than if it was boiled.

It is quite surprising that here on the high table-land, apparently upon the top ridge of the island, there should be a bright little mountain stream, darting merrily along by the roadside, its clear waters flashing in the brilliant sunlight. It is a useful little stream, too, for a channel has been cut for it in the solid rock, and here standing up to their knees in the rushing water our friends saw the wives and daughters of the mountaineers busily washing their own clothes and those of the town people. Jolly, merry groups they were, laughing and talking as they soaped the

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clothes and pounded them upon the rocks. Mr. Schiff was especially interested; he was always fond of the ladies, with little regard to their nationality, for as he truly said he was himself "a cosmopolitan," and the sight of the merry washerwomen caused him to grow quite enthusiastic.

This method of clothes-washing is universally practiced, not only here, but also on the Coast. In Africa, where rocks are seldom found, an empty box or a piece of plank is used instead. Standing near the margin of the stream or pond, the garment after being dipped in the water is thoroughly soaped and then pounded with considerable force upon the top of the box or plank; the soaping and pounding is continued until the linen is clean, when it is dipped a few times in the water to free it from soap, and it is then spread over a bush to rest itself and dry out. The idea of rubbing the clothes to loosen the dirt does not seem to commend itself to the people on the eastern shore of the Atlantic, or else they have not thought of it. It must be admitted that this mode of washing does not injure the fabric any more than our way.

Some of the wealthier citizens of Las Palmas have built country homes on these breezy heights, to which they retreat during the hot months, but they find it lonesome and so are inclined to remain in the town as long as they can. Our party alighted at a little country inn situated in a small village on the table-land, but they found the entertainment poor; and so while their horses were resting they walked about and smoked the cigars they had brought with them. It was nearly 3 P. M. when they reached the Hotel Royal, and they were well prepared to do justice to the dinner that was waiting for them. After dinner they sat for an hour in the garden sipping their coffee and smoking, while they discussed the islands and their social and industrial development.

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Mr. Sinclair was of the opinion that the city might grow some, especially if the number of tourists should considerably increase, but that the country districts might be expected to remain practically the same. Mr. Alexander saw little hope that manufactories could be established, for there was little raw material and no fuel on the island. Mr. Schiff, for his part, thought the islands might as well remain as they were. Mr. King thought a narrow-gauge railroad over the moutain might be advantageous, and if "observation cars" were put on the line it would be a great attraction to winter visitors, who usually have plenty of money and could afford to ride every day. Captain Thompson thought the question of fuel a serious one; in his opinion the prosperity of the island lay in its making every effort to secure the steamer trade, by making the port charges light and furnishing every kind of fresh provisions in ample quantity and at moderate prices, and presenting every inducement to passengers to land and enjoy themselves for a day ashore.

"On an average," said he, "one steamer a day passes here going each way; if these could all be induced to call it would be two steamers a day throughout the year. Five hundred dollars would be a small amount for each steamer to spend, besides the coal bill; counting out Sunday that would be six hundred and twenty-six steamers a year, and three hundred and thirteen thousand dollars, which would be enough to make these frugal islanders rich."

As no one seemed ready to profit by their advice, the little group took a walk up and down the business street, called at the office of the agent, and then walked down to the landing where the "Kisanga's" steam launch was waiting for them, and by 5 P. M. they were on board the ship. Half an hour later all the bills for supplies had been receipted for, the passengers counted to see if they were all on board, and with the decks cluttered up with heaps of

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coal, baskets of cabbage, carrots, turnips, lettuce, oranges, bananas, coops of chickens and ducks, a couple of small oxen and various odds and ends, the order was given to "heave anchor," and just as the setting sun kissed the western ocean the "Kisanga" passed the light-house and turned her prow to the southward along the eastern coast of the island.

The next morning there was nothing in sight but sea and sky and the ship's company settled themselves down to a sea-faring life. A double canvass awning was put up over the quarter-deck, and smaller awnings over the fore-castle, bridge and engineers' quarters. When the watch changes at 4 P. M. the hose is brought out and the decks washed down, which not only keeps them sweet and clean but in a measure preserves them from the effects of the sun, for south of the Canaries no waves will be high enough to wash over the sides. As no one can sleep through all the racket of washing-down and holy-stoning the decks, it is the custom of experienced travelers to gird themselves with a towel and come forth at this early hour and let the sailors turn the hose on them. The water is pretty cool, but it is refreshing, and after a good rub-down with a coarse towel, and a "wee glass of bitters," your tropical African voyager is ready for his pipe and a walk up and down the deck until breakfast-time.

It is customary not only on ship-board but in all the factories on the Coast to wear in the morning only a pair of pajamas and a singlet, and to be fully dressed during the afternoon and evenings only. This negligé custom no doubt originated when such a thing as a white lady's visiting the Coast was quite unthought of; now that they are occasionally passengers on the steamers, the men feel that their liberty is sadly curtailed, but even with one or two ladies on board your typical "old coaster" will walk about the deck in his pajamas and singlet, not the least

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abashed. This manner of dressing, rude as it may seem, is well suited to the climate. At the factories most of the work is done in the morning; the afternoons are given up to writing, visiting and other light employments, and the cool sea breeze makes a greater quantity of clothing desirable.

While the "Kisanga" is steaming along the western shore of the Sahara Desert, let us take a look at the great continent we are about to visit. Every one has a general idea that it is a vast expanse of territory made up mostly of deserts and wild niggers, and Mr. Stanley has added the impression that it is a Dark continent, by which term many get the impression that, like the world of woe, it must be always night there. Africa contains one-fifth of all the land on the planet, and this land lies wholly within the warm or temperate zones. Large portions of Asia and America are frozen solid the greater portion of the year, are quite worthless and always will be; but every square foot of Africa is warmed by an unclouded sun, and may be made to nourish every sort of vegetation upon which animal life depends. So far from its being a Dark Continent in any physical sense of the word, it is, throughout its entire extent, bathed in the most brilliant sunshine ever seen in this fair world of ours. To intelligent spirits, speeding through space in their journeys from world to world of the vast universe of which we are a part, it must appear as a great Kohinoor flashing back the light of that mighty sun which holds the solar system in its grasp; or, perchance, as the revolution of the globe brings it into shadow, it may look like a vast emerald as the rays of the declining sun fall aslant its forests and jungles. Africa is the richest and most highly favored continent of earth, and is destined to become a mighty factor in every problem which affects our race. As an inheritance is withheld from a son until he be of sufficient age to rightly manage and

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care for it; so Africa has been kept from the nations until they could rightly appreciate so great a gift, and wisely use so vast and valuable a possession. The signs of the times indicate that God is ready to give it to those who are willing to go up and possess it, and the next few years will witness the greatest land speculations ever known in the history of our earth. As soon as men once realize that a vast and fertile continent is to be had for the taking, there will be a rush of emigration thither unparalleled in the history of mankind. The nations of Europe are already setting their hands upon the prize, and individual and corporate effort will follow closely behind them. This great continent is soon to be opened up throughout its length and breadth to the commerce of the world, and those who come first will receive the choicest share and get possession of the most paying routes.

In looking at the continent as a whole we see that it has three sides, or great stretches of coast-line, and is everywhere bounded by navigable waters. The first of these is from the Strait of Gibraltar to Cape Guardafui, and may be called the North Coast. This great line of coast, bordering as it does the Mediterranean and Red Seas, and adjacent to the oldest civilizations and empires of the earth, may be looked upon as practically the south of Europe. It is even now valuable, and will become increasingly so, but it is too far away from the great heart of the continent to serve as a base for tapping the riches of the interior. This entire strip of coast-line is backed by deserts, much of which is fertile and will be made to produce abundantly when in the future irrigation works are built and artesian wells are sunk.

The second great side of the continent extends from Cape Guardafui to the Cape of Good Hope and is known as the East Coast. The country along this entire coast-line of over three thousand miles is extremely valuable,

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having a rich soil, abundance of moisture, numerous rivers, and but a few hundred miles inland, magnificent fresh water lakes. Already the southern end of this district is well settled with white colonists and possesses a modern civilization of a high order. This coast is too far from the great Soudan to serve as a base for developing that region, and its very geographical position brings it nearer to the southern coast of Asia than to the great nations of the north.

The principal development of this enormous continent must take place from the West Coast. This vast section of coast-line extends for seven thousand miles along the Atlantic Ocean from the Cape of Good Hope to the Strait of Gibraltar, and is as long as the other two sides put together. This great side of Africa is open and free both to the commerce of Europe and the two Americas. It possesses two of the greatest rivers of the world, and such is its peculiar shape that it will give easy and ready access to the whole of the vast interior. Here then is a base of operations for those vast industrial enterprises that are to bring a continent beneath our sway and create homes for hundreds of millions of our race in the years to come. Here is a theatre where bold and far-reaching minds may display their powers either to benefit their fellow-men or build up enormous fortunes for themselves. A few suggestions as to what may be done will appear as we proceed with our narrative.

The evening of the second day after leaving Las Palmas, Captain Thompson and his friends were sitting under the awning near the door of his chart-room enjoying their pipes. The "Kisanga" was heading for Cape Blanco and the conversation turned upon the scheme for flooding the south-western portion of the Sahara. This idea is not the product of some disordered brain as many ignorantly assert, it is only restoring things to their original condition.

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When Rome and Carthage were in the height of their power this portion of the Sahara was an inland sea with a fertile coast-line, and connected with the ocean by a narrow strait much as the Mediterranean is to-day. This narrow strait was closed with sand thrown up by the surf and the project is to take away this sand and let the water flow in again. This will not flood the entire desert, but only a small portion of it.

"What special advantages may we expect to derive from this inflow of the ocean?" inquired Mr. Sinclair.

"Quite a number," replied Mr. King. "In the first place it would give us communications with the extreme northern portion of Senegambia, and from the south-eastern shore of this inland sea a railway could be built at small expense right through the whole length of the Soudan; or a net-work of railways to the Kong mountains on the south, and the Nile on the east, could be made to extend to every important point in the interior of North Central Africa. Then the influence of this large body of water would be felt in the climate of that whole region. You know as well as I can tell you that Senegambia is one of the hottest countries in the world, and that her climate comes on the wings of the trade-winds from the north-east; place this great body of water in the south-western portion of the Desert and her climate would at once be modified; it would be both cooler and more moist; this is all Senegambia needs to make it one of the most desirable countries in the world to live in."

"Many claim that this project if successfully carried out would make the climate of the Mediterranean coast much colder," observed Mr. Alexander.

"On the contrary," replied Mr. King, "it would make it warmer. I was in the Mediterranean last winter and I never suffered so much with the cold in my life. The

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A QUIET NOOK IN THE FOREST

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Mediterranean countries will yet be obliged to flood the Sahara in sheer self-defense."

"How do you make that out?" inquired Mr. Schiff.

"You are well aware," continued Mr. King, "that heated air rises, and cold air comes in to take its place. You also know that the prevailing winds bring us our weather. In my own land along the Atlantic sea-board, a south-west wind indicates warm weather; a north-west wind cold weather, an easterly wind rain; these winds bring us weather characteristic of the regions FROM WHICH THEY COME. Now when the heated air rises from the Sahara, what kind of wind is it likely to create?"

"A north wind," promptly replied Captain Thompson.

"Just so; and a north wind is a cold one, and brings cold weather with it. If the air from the heated sand plains could be induced to blow towards Europe it would be greatly appreciated, but instead of that the northeast trades make it sweep over Senegambia where there is heat enough already."

"Why don't the air rush in from Egypt and the Soudan to fill the vacuum you speak of?" queried Mr. Schiff.

"Because," answered Mr. King, "the air from the north is colder and heavier; the air in the countries you name, while not hot, is warm, and also rising; but the air over the north of Europe is cold, and as it sweeps across the Alps and Appennines it becomes colder still, and makes the dreaded 'northers' of the Mediterranean countries."

"I admit your argument is a good one so far as these countries are concerned," replied Mr. Sinclair, "but if this cold air is not permitted to escape from the centre and north of Europe, will not these countries become much colder than they are at present?"

"On the contrary, they will become warmer. When this cold air starts on its southern journey, air still further north takes its place, so that the whole of Europe and the

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north of Africa gets its climate from the north; this I hold to be undesirable."

"If Europe is to receive its climate from the south," inquired Mr. Alexander, "will it not be burned up in Summer?"

"Not at all," replied Mr. King, "the sun is then north, and his power is exerted from that direction; then the cool breezes from the Atlantic and the Mediterranean will be welcomed by all, just as these same breezes are agreeable in winter for their warmth when the sun exerts his power from the south."

Mr. Schiff thought they were wandering from the subject and he wanted to know if Captain Thompson thought the Sahara scheme would pay.

"That depends upon what you mean by 'pay,'" answered the Captain. "I think the benefits it would confer upon mankind would be greater than those which came from building the Suez Canal; but I do not think the enterprise could be made to pay a dividend in cash, unless the company be given all the land it can reclaim upon the borders of the new sea, and also the exclusive right to all the carrying trade in and out, and the building of all railroads from its borders into adjacent countries. This is too much for any company to do, and it would be far better to have a harbor built and the canal dug by some stable government, and leave the rest to individual enterprise; or, several governments might combine and do the work through an international commission. Nor is it necessary that everything in the world should be made to 'pay' in the commercial sense of that word. The British navy pays no dividend, yet we would not wish to be without it; your great bridge, Mr. King, between Brooklyn and New York does not pay, and yet I hear that you are thinking of building another; so flooding the Sahara might not pay the government that did the work, any

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more than other public improvements do, but it would open up vast possibilities of trade and development in Northern Central Africa, and it would ameliorate the climate of many countries. It would in my judgment be of far more benefit to the world than cutting a canal across the isthmus of Panama."

"That unfortunate effort," said Mr. Alexander, "was accompanied by great loss of life; do you think the same result would follow if this plan was carried out?"

"I cannot see why there should be the needless sacrifice of a single human life," responded the Captain, "this desert coast is as healthy as any part of the world, and digging through the sand is not likely to develop malaria as was the case in the alluvial soils of the isthmus."

"Where would the workmen get their provisions from?" inquired Mr. Sinclair.

"Vast quantities of plantains, yams and other vegetables could be brought from the Senegal, two days steaming from here," replied the Captain, "while flour and tinned goods could come from America; fresh meat might be brought direct from Argentina in refrigerator ships, and the Canary Islands would be glad to supply the salads and fruits."

Mr. King then spoke of the Senegal river and its value as a highway of commerce.

"This will be a valuable river," said he, "for developing the commerce of this district, as steamboats such as we have upon our own Western rivers can ascend for several hundred miles, but it can never be a great highway for reaching the interior, for vessels drawing more than ten or twelve feet cannot enter."

"Besides," added Captain Thompson, "the climate needs to be modified before this country is fitted for white colonists."

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"I have been up the Senegal," said Mr. Schiff, "as far as St. Joseph, in the Gallam country; the banks of the river are exceedingly beautiful; in some places there are large forest trees, in others thick jungle, and in other places again open grassy plains; I do not see why coffee, cotton, sugar-cane and all kinds of tropical fruits might not be grown in great abundance."

"Senegambia," added Mr. King, "is in the same latitude as Central America, and in the hilly and mountainous regions of Guatemala and the other States, white men find no difficulty in living to a good old age, and why should they not do so in the hilly regions of Senegambia?"

"There is no reason," responded Mr. Schiff, "especially if the heat were somewhat modified, as our friend the Captain suggests, by flooding a portion of the Sahara. In that case I do not know of any country in the world where I would rather live, for it is a beautiful land and so much nearer England, France or Germany than India is—the only country with which it can be compared."

It was getting late and after the Captain had looked at the compass to see if the ship was heading right, our friends separated and each went to his state-room.

Senegambia extends from the southern borders of the Great Desert to Cape Verga in 10 degrees north latitude, and interiorward for some five or six hundred miles, and is about as large as France. Excepting a few bold headlands the country is level for a distance of over two hundred miles from the sea, when the hills begin and finally lead up to the Kong Mountains which rise to a height of five or six thousand feet. The French have a large settlement on Goree Island at the mouth of the Senegal, and the English have one on the Island of St. Mary at the mouth of the Gambia, and another on McCarthy's Island two hundred and fifty miles up that river.

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RESIDENTS OF GABOON. THE AUTHOR STANDING ON THE RIGHT

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No efforts have been made to colonize Senegambia, but when the ocean shall be permitted to flow into the Sahara, and railway communications opened through the hill country, there is no good reason why coffee and sugar plantations should not flourish, and the land support as large a population as France, or even larger; for the soil is rich, and there is summer all the year.

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CHAPTER II

SIERRA LEONE.

ON the afternoon of the fourteenth day after leaving Liverpool the color of the sea began to change. It was no longer a deep, clear blue, but a dirty yellow color and appeared to carry in suspension much sediment; leaves of the pandanus and sprouts of the mangrove occasionally floated by, and after a while a low dark streak of vegetation appeared on the eastern horizon —the advanced picket-line of the great continent of Africa.

During the voyage hither the traveler feels that he is still in Europe, the land of civilization and refinement; but when once the shores of the great Unknown Land come into view, he feels that his connection with the land of his fathers is completely severed, and that now he is in a new world; and to most souls there comes a sinking of the spirit akin to that experienced at the death of a loved one, as the mind realizes that old associations have passed away and it is to enter upon a new existence amid novel scenes and an entirely different environment. But as the steamer creeps forward on its course and the shore-line comes more distinctly into view, these feelings vanish as the attention is drawn to the rich and exuberant vegetation, the tall and graceful palms, the water-loving man-

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groves, the luxuriant bamboos, and the fishermen paddling by in their light canoes.

Captain Thompson was on the bridge directing the course of the vessel, and the four friends were sitting in a group under the awning on the port side of the ship, watching with eager interest the opening up of the shore-line and the unfolding of the landscape. They puffed away at their pipes in silence, apparently absorbed in their own reflections as they beheld once again that tropic land where they had spent so many of the best years of their life, extending, as it were, its bright green arms to welcome them to its shores.

Freetown, the capital of Sierra Leone, is beautifully situated upon the lower slopes of a mountain three thousand feet high, on the south bank of the Sierra Leone River, and is surrounded on the east and south by a magnificent amphitheatre of hills and mountains. The slopes of this mountain are covered with tall, coarse grass, with here and there a few trees, and for some distance up is dotted with neat little villages, and the country residences of foreign merchants. Along the water a heavy wall has been built with a pier, where passengers and cargo may be landed. In a sheltered cove to the right is a coaling-station, and on the hillside above the town are the barracks for the troops. The appearance of Freetown from the river is decidedly pleasing; many of the buildings are of stone, solidly and substantially built, and the stranger will be surprised to see a little city in a land he was taught to believe was made up of gorillas, apes, and monkey-faced men. There are hundreds of towns in our own land that are not so well built as Sierra Leone, and some of our large cities do not have as wide and as clean streets.

Toward sunset the "Kisanga" had reached the light-house which stands on the Point on the south of the river, and turning sharply to the left, and keeping close to the

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southern shore, she steamed up the river to the achorage in front of the town. The river widening near its mouth, something like the Delaware, the northern shore is low, flat and lined with mangroves, but the southern bank is rocky and covered with a rich growth of tropical vegetation. Groves of oil-palms, their feathery arms like great ostrich plumes, waving in the gentle breeze; tall cotton-woods, covered with a wealth of vines completely hiding the trunks and converting them into great columns of living green, with here and there patches of broad-leaved bananas almost concealing from view clusters of little brown houses that nestled cosily among them. Groups of natives were seated by the water-side enjoying the evening hour and watching the ship as it steamed by; others were walking along the paths leading to the different villages, and as the voyagers gazed from the "Kisanga's" decks the landscape seemed to be instinct with life and beauty. Upon the water were small canoes in which men were engaged in catching fish, while larger canoes were sailing by, returning home after having disposed of their produce in the town.

Freetown is nearly twenty miles up the river from the light-house, and it was 7 P. M. when the "Kisanga" dropped anchor in the harbor. Four steamers and three sailing ships, besides some smaller craft were also at anchor, as the water is too shallow near shore for them to come with safety up to the pier which is only used as a boat-landing.

The "Kisanga" was soon surrounded by a little fleet of boats and canoes as had been the case at Grand Canary, but with the exception of the customs officials and the agent, Captain Thompson would not allow any of the people to come on board, nor would he permit the passengers to go on shore; the steamer was to remain in port all the next day, and he thought one day would be ample time

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MORNING ROLL-CALL IN FRONT OF MR. SCHIFF'S RESIDENCE

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for sight-seeing. This was a wise decision of the Captain's, for by nine o'clock it clouded up and the big drops of rain soon came pattering down in quite an energetic way.

The next morning when the decks were washed down our friends did not take their usual bath, because there is a superstition among "old coasters" that river water is not healthy. The reason for this notion is much like that given by the boers in South Africa for not washing themselves; they say that a man who once attempted to bathe was eaten by a crocodile, and so they think it best not to go near the water. But if they did not bathe, they had their coffee early and were off to the town to see the sights.

Captain Thompson could not go until later in the day, for there was much to do on board the ship that required his attention. The usual crowd who make their living about the ships were early on hand and were looking carefully for customers. Among them was "Aunt Lucy," a great fat negress dressed in many bright colors, who came for the ship's washing; she readily induced the younger passengers to accompany her ashore and "see the little girls," and they were soon on their way to the beach, a jolly and giddy party.

It was Saturday morning, and as the four old coasters reached the pier they found it was market day. Quite a fleet of canoes had gathered during the night at a landing on the beach near the market-house, and the crews were now carrying the cargos of plantains and other farm produce up the bank to the market to be sold. Our friends ascended the broad flight of stone steps and from the top of the pier took a wide survey of the beautiful scene. It was a glorious morning. The shower that had fallen during the night had refreshed the vegetation, and as the sun arose above the Lone Mountain its beams were reflected from millions of tiny drops which still covered the grass and leaves like liquid gems. The air was deliciously soft

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and sweet, and the fragrance from the luxurious vegetation was plainly perceptible. Before them was the harbor with its shipping, with the broad Atlantic on the far-away western horizon; to the right the river was lost amid the bright green of the forest that stretches away to the hills and mountains of the interior; to the left, in the shady cove, beneath a group of lovely palms was the coal-yard where great heaps of "patent fuel" were covered with thatch roofs to protect it from the rain; in the immediate fore-ground were the market canoes, and a motly crowd was passing to and fro about them, each bent on some particular errand.

After spending a few minutes in silent contemplation, the gentlemen turned toward the town and went first to inspect the market-house. The night shadows were only just giving way before the beams of the rising sun, but even at this early hour the streets were full of people eager to buy and sell, for the African is an early riser and the morning hour is cool and conducive to activity. The crowd was greatest in the vicinity of the market, but along several of the streets were rows of country people with their marketing spread out on the ground near them, and many itinerant merchants were passing up and down crying out their wares. The market-house is a large stone building with stalls conveniently arranged for the display of the fruits, vegetables, fish and other provisions that are here offered for sale.

As our friends elbowed their way through the crowd they noticed great piles of yellow plantains, yellow and red bananas, great yams, beautiful white cassava roots, sweet potatoes, pumpkins, peppers, okra, green corn, and peanuts; with heaps of oranges, limes, Avagada pears, mangos and kola nuts; the fish stalls contained many forms unknown in northern climes, most of them skin fishes and not very highly esteemed by Europeans. Dried codfish were

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in great demand, and indeed all kinds of salt and smoked fish are greatly liked by the natives, but pickled fish they do not care much for. Outside the market-house pigs, sheep, goats and chickens are offered for sale, mostly by commission merchants who had received them by the market-boats.

Mr. Sinclair called attention to the fact that the sheep were clothed with hair instead of wool.

"Yes" responded Mr. Schiff, this is a fast country; here you sow your seed at night, by midnight it is ripe and fit to cook; by morning it has gone to seed. The same way with these sheep. You bring a flock of your English sheep here, with a fine fleece of wool; in a few months they are goats, and not wool enough on them to plug your ears"

"How do you account for this, Schiff?" inquired Mr. Sinclair. "All owing to the sun, sir; all owing to the sun; none of your cold gray Scotch mists out here, I can tell you" replied Mr. Schiff.

From the market our friends passed through the business portion of the town; shops containing all the ordinary varieties of dry-goods, notions, hardware, and groceries lined both sides of the way. In some places temporary stalls or booths had been erected where bread-fruit, pawpaws, guavas and palmnuts were offered for sale; women were constantly passing with trays of eatables on their heads, the merits of which they were calling attention to by loud cries, after the fashion of our own catfish women. These heterogeneous compounds are made of rice and palm-oil, groundnuts and bananas, cassava, and red-pepper, and the composition of some of them, like our own patent medicines, are quite unknown to the uninitiated. The streets are filled with people, some in faultless European dress, but the greater number in flowing robes of gay colored stuffs of English manufacture. The crowds

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were respectful to the strangers, and the English language was largely spoken, along with various country dialects.

Sierra Leone is a well built modern town, and will compare favorably with towns of like size in other tropical countries. The streets are wide and clean, and the drainage excellent. Most of the public buildings are of stone, as are many of the houses; other houses have the first story of stone, with a frame story above it; while still another class of houses are wholly of frame. Nearly all have small yards in which trees, flowers and vines flourish. Many of the houses have piazzas and are comfortably furnished within with chairs, tables, sofas, pier-glasses, bed-steads, and pictures upon the wall – multitudes of artizans at home do not live so well, nor have such comfortable homes as the better class of the Sierra Leone people. Nor are all traders by any means, for men skilled in almost every handicraft may be engaged to go to other parts of the coast on a three year's engagement, and as a matter of fact nearly every south-bound steamer has such men among its deck passengers. Sierra Leone, with its industrial schools, turns out more skilled workmen than the colony can employ. Many of the engravings in this volume are copied from photographs taken by native Sierra Leone artists.

After walking around a while our friends called upon Mr. Lewis the American consul, who invited them to have a cup of coffee with him; learning that they would remain over night he invited them to take dinner with him at six o'clock and sent a messenger to the Kisanga with the same invitation to Captain Thompson. Mr. Alexander had conceived the idea of spending the day upon the mountain, as he wished to ascertain how much cooler it was there than at the water-side; so at his request Mr. Lewis engaged hammocks and bearers for the party, and after coffee and a little chat, they started upon their journey.

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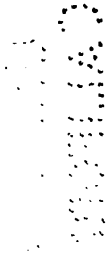
REGENT STREET SIERRA LEONE



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On the way through the town they stopped at a grocery store and purchased materials for a lunch, and to these were added oranges and Avagada pears from a market woman on the street. By the time the outskirts of the town were reached, the path became pretty steep in places, and the bearers were obliged to stop frequently to rest. The ascent proved to be long and toilsome, but by noon they reached one of the lower summits nearly two thousand feet above the river. Here in the shade of some bushes they rested and ate their lunch, while their men withdrew a little distance and ate such country food as they had brought with them, and then laid themselves down and went to sleep.

Having rested themselves, and refreshed the inner man our friends lighted their cigars and looked about them in a philosophical frame of mind, at this height the wind blew steadily from the north-east, showing they were still in the trade wind region; the air was purer and clearer, and the atmosphere had lost much of the steaminess that was so noticeable by the water-side; the vegetable growth, while still abundant, was not so rank and luxuriant as it was on the lower slopes; on the whole it was plain they were in a different climate. Yet the sun had as much power here as it had in the town, but the air was more invigorating, and in the shade it seemed cooler.

"Who could wish for a finer place to live!" exclaimed Mr. Alexander.

Mr. Schiff suggested it would be somewhat lonesome, but he allowed that might be an attraction to a confirmed bachelor.

Mr. Alexander admitted the force of the criticism, and then explained that he had in mind, not so much that particular spot, as the elevated land in general, and the hilly up-country of the interior in particular. "Why," said he,

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"should not these hills support a considerable European population as well as in India or the Brazils?"

"There is no good reason why they should not," replied Mr. King, "these hillsides would make the finest coffee and tea plantations, and the lowlands would be just the place for sugar estates; here is a large population to supply the labor, and the white race possesses the means to employ it."

"Yes," added Mr. Sinclair, "this whole land might be made into a garden; why in my home in the Orkney Islands we must wait until August for a lettuce to head, and here the richest vegetation flourishes throughout the year. Look at the cassava and plantains that these people live on, they are taken fresh from the ground every day and there is not a foot of ground anywhere on which one or the other will not grow. Then see the fruits; in my native town if a poor child gets a single orange or cocoanut once a year it feels itself rich, while the poorest nigger in all this land may have them in abundance all the season, and not these alone, but mangos, guavas, limes, pawpaws, pears and breadfruit; I tell you the half of London does not live any better than these fellows who carried us up the hill."

"How would it do to bring the Irish out here?" queried Mr. Schiff.

"The only objection," responded Mr. Sinclair, "is that this country is too good for them; they have been so long under the influence of rum and Catholicism that many of them are more ignorant than the pagans. Every other country under the sun flourishes under British rule except the Catholic counties of Ireland, and there must be some special reason why they are always making such a bad mouth."

"I think there are other parts of Africa," suggested Mr. King, "where the Irish people would do better than

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in Sierra Leone; it seems to me that men of means and ability to manage native laborers would do better here. Such men could at once establish plantations, open up lines of communication and put the country in a shape to profitably absorb a large number of peasant families. If the Irish people you speak of should be brought out now, as there is no market for their labor, all they could do would be to raise food enough to support themselves, and perhaps coffee and cotton enough to buy their clothing."

"Well, what more can they have?" inquired Mr. Sinclair.

"It seems to me," continued Mr. King, "that the Irish people do better in a country where there are large works upon which they may be employed; they are not very successful as tillers of the soil either in Ireland or anywhere else; you put colonies of Irish families in these forests and they will soon be as wild as the negroes, but open up the country first and then Irish families may come out here and have their little homes, while some at least of every family can be in the employ of richer white landowners, and the more conservative element will not only help to hold them in check politically, but will be an incentive to them to rise above their lowly condition."

The conversation flowed on steadily until four o'clock, when the declining sun, and their increasing appetites, warned them that it was time to be getting to the Consul's house lest they should keep him waiting dinner. The ride down occupied but little over an hour, and like all hammock riding was tiresome and disagreeable. A peculiarly helpless feeling comes over one as he is being toted along on his back in a hammock, with his feet often higher than his head, and his eyes turned up in mute appeal to the skies—a spectacle truly for angels and for men. It may answer very well for a corpse, or a gentleman when he is dead drunk, but so long as a man can hold up his

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head he will have a feeling akin to shame when he lies down in a hammock for a couple of black "boys" to tote him around. Some of these days there will be good macadamized roads over these hills as there is now in India and then one can ride about in a carriage in peace of mind, and bodily comfort.

When they reached Consul Lewis' house they found Captain Thompson had arrived but a few minutes before them, and that they were in good time as dinner was not yet ready. The market people had all gone home, and the streets were quite deserted of the crowds they had seen in the morning; there were no drunk or disorderly persons and the town was as quiet as a country village in England.

After dinner the gentlemen took their seats upon the piazza of the second story of the house, and as they sipped their wine and after-dinner coffee and smoked the Consul's cigars, they discussed the commercial and industrial affairs of the colony. Like many other important ports on the Coast, country produce is not brought into Sierra Leone for barter or exchange; such was the case when the country was new, but now only farm produce, or provisions, such as fruits, vegetables and meats are brought for sale, while "produce," in the sense in which it is used by the traders, is collected only in the country districts. This exportable "produce," which is almost entirely the spontaneous products of the forest, is gathered by the "bush people" and purchased from them by native traders who penetrate to all the inland villages in search of it. These native traders bring it to the "factories"—as the trading establishments in charge of white men are called—where it is prepared for export, and sent by small sailing vessels or coasting steamers to the principal port of the district. A large community of white men or other foreigners either on the coast, or inland, always destroy the trade in forest products for that neighborhood; partly because the forest is cut

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FREETOWN, SIERRA LEONE

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down to make room for farms, but principally because it pays better to supply the local demand for provisions, common labor, and other necessaries than it does to gather the products of the forest and prepare them so that they will be marketable with the trade. Take ebony, for instance, there are no forests of ebony, but the trees grow two or three together a half a mile or more apart. To cut down one of these trees, clear away the great tangle of vines, cut the trunk into sections, chop away several inches of the white sap-wood which grows about the black heart, and carry this heavy billet two or three, may be five or six miles through the tangled jungle, is much harder work than raising two or three bunches of bananas, or a couple of diminutive chickens either of which will bring more money. As for palm oil, the great staple of export; all the palm-nuts that grow within ten miles of such a population as that at Sierra Leone, are wanted for food, and the palm-oil for local consumption must come from beyond that distance.

Sierra Leone, then, beyond the needs of its own people, is simply a port of entry for a section of the coast and the country that lies behind it. Goods are received in large quantities by the great mercantile firms and stored away in warehouses, from which they are shipped to the factories along the coast and up the rivers by small sailing vessels and river steamers. These coasting craft usually have a white captain, and sometimes a white engineer; but the crew are native men, and several of these vessels are attached to each "agency." In order that any port-of-entry may continue to grow, upon the present system of trade, it is necessary that the native traders should penetrate farther and farther into the country, so as to tap villages heretofore not reached; and when this is no longer possible, the limit of the "trade" is reached. But more than that; if the trade of a village consists of ebony, ivory or rubber, these

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soon become exhausted and the value of that village for trade is at an end, for the ebony trees have been cut down, the elephants driven away, and the rubber vines killed. It is a sad fact that the bush negroes are so reckless as to kill a rubber vine at one gathering instead of tapping it judiciously, and so the productive territory is every year receding, and the difficulty of obtaining the rubber is thereby increased.

All of these facts were of course well known to the little group gathered on the piazza of Consul Lewis' house, and they needed no discussion; the only question was what could be done to advance the interests of the colony and develop its great natural resources. Mr. Schiff again suggested the importation of a large number of Irish families, but Consul Lewis thought the colony was not yet ready for them.

"In my opinion," said he, "the native labor should first be employed, and the country more opened up; then white peasants and other laboring people could come out here both to their own advantage and ours. In new countries like this where there is native labor, it is always best for men of means to lead the way; these by their superior intelligence and ability can provide regular communication with distant parts of the country, and open up districts for settlement that were before too difficult to reach, and by establishing industries suited to the country, present an object-lesson to all new-comers far more effective than any amount of talk. Take the matter of coffee-raising for example; you might talk to an Irish bog-trotter until your head turned into a cocoanut, and you could not teach him to plant coffee and prepare it for market; but bring him out here and set him to work on a coffee estate; let his daughters work in the planter's family, or in the cleaning and husking mill; let him see the planter making money raising and selling this coffee, and soon he will

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want to raise and sell too, and by this time he and his family will know how to do it, and they will do it."

"What do you think of a railway from here up into the interior?" inquired Mr. Alexander.

"I think it is a necessity, and ought to be built now," replied Consul Lewis, "railways are as much a necessity here as in any other country in the world. No country can do without them; they are now built, or being built, in North, East and South Africa, and why not here? All railway supplies are so cheap now that roads built at the present time should pay their way from the start, and soon begin to earn dividends. The companies that are first in the field will get the best routes, and no doubt valuable grants of land, and may consider themselves fortunate."

"In what direction would you suggest a road be first built?" asked Mr. Sinclair.

"I think," answered Mr. Lewis, "that at first it would be better to start from the head of navigation on the Sierra Leone River and run directly back to the Kong Mountains; this would open up a fine district of hill country that might be settled at once and that should soon give the road some business. Flat-bottomed, stern-wheeled steamboats, such as we call "kickouts" on our Western rivers, could come alongside the ocean steamer and receive the freight and take it up the river to the railway, and when the traffic of the line would warrant the expense of large terminal facilities, the road could be extended to this city and piers built out to deep water; but for the present a terminus up the river would be more economical. Then after a few years, when the opening up of the country was an accomplished fact, the line could be run through the mountains and down the Niger until water navigable for small steamboats was reached, and you would have the commerce of the Western Soudan in your hands."

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"We seemed so far away from the Niger," interrupted Mr. Sinclair, "that I had not even thought of it."

"Its head waters," continued the Consul, "are very near the head waters of the Sierra Leone, perhaps not three hundred miles from where we are sitting, and it is almost certain that a railway from here to the nearest navigable water on the river would not need to be over six hundred miles long, and perhaps much less."

"How about the question of fuel?" inquired Mr. Alexander.

"To that question I am not able to give a very definite answer," said Mr. Lewis, "there is of course an abundance of wood everywhere, but I am confident an abundance of coal will be found in the mountains, as well as many other valuable minerals; coal is found in almost every country, and I have not a doubt that rich beds of it are waiting for us to come up and help ourselves."

"It seems to me," observed Mr. King, "that in a city of this size a system of street car lines would pay; we have them in Mexico, and Central American towns which are in the same latitude as this place."

"They would pay very soon at least, if not indeed at first," replied the Consul, "this hammock business is a nuisance; when I go about I like to sit up like a Christian, and not lie on my back like a Booby to be jogged at every step by a couple of niggers. Small cars at frequent intervals, drawn by a single mule each, and driven by stout young women who could also collect the fares, would be a profitable enterprise and a step forward in the right direction. Women quite capable of such work could be hired for a shilling a day, and the keeping of the mules would be but a slight expense."

"It takes from five to six years for a coffee plantation to come into full bearing," said Mr. Sinclair, "and that is

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a long time to wait; are there no products that could be profitably exported that would not take so long to grow."

"What is to hinder cotton growing on the uplands?" inquired Mr. Alexander, "in India large quantities are grown and the natural conditions there are much the same as here. I noticed in a recent number of the Pall Mall Gazette that 'After New Orleans, Bombay is the greatest cotton port in the world. Four million cwts. are shipped abroad every year, and two million more are spun and woven in the eighty-two mills of the Bombay Presidency; the value of all this cotton is twelve millions of pounds sterling.' Now what is to hinder cotton being grown, and even manufactured here?"

"I can see no reason," replied Mr. Lewis, "what can be done in India, can be done here; and then you must not forget we are much nearer to all the nations of Northern Europe than India is."

"Do you think any of the fruits here could be shipped to England and arrive in good condition?" inquired Mr. Alexander.

"They could beyond a question," answered the Consul, "cocoanuts could go home in sailing vessels and by using them in the husk for stowage, the freight would be nothing at all. Limes, lemons and oranges could go by steamer without the least difficulty, and the trade in these might in a short time assume large proportions."

"Let me tell you, gentlemen," said Mr. King, "what I have myself done as an experiment. I picked a basket full of limes among the foothills of the Coast Range on the Ogowe River, which you know is south of the equator, and took them with me on the regular English mail steamer to Liverpool, and they were in good condition when I arrived; so much so, that a few were still left unused four weeks afterward when I left Liverpool on my

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return. Another time I sent a few limes from Gaboon to America, and they arrived safely there."

"Our steamers," observed the Consul, "are usually fourteen days from here to Liverpool; by using twelve to fourteen knot boats, not calling at the islands, and running into Plymouth, the time could easily be reduced to ten days; that is but two days longer than the present steamers take from Grand Canary, home, and they carry bananas without difficulty. The Mediterranean boats are often ten days getting home with Palermo lemons and oranges, on account of calling at other ports; what then is to hinder us from shipping such fruits? And this trade would be a very profitable one. You gentlemen know that a lime tree will grow anywhere and bear luxuriantly if only the grass and bushes be kept away from it; the income from an acre of lime trees would support a family. The orange requires more care, but the trees will live and bear a life-time, and who would wish for more agreeable employment than picking and packing oranges?"

"These Sierra Leone oranges are not as good as those grown on the Islands," said Mr. Schiff.

"They are much larger," replied the Consul, "and the reason they are not so highly flavored is because they are seedlings; if fine budded varieties were planted they would be as good as oranges grown anywhere. The oranges you see in our market have not been grown in orchards, but are from trees that came up of themselves from chance seeds thrown about."

"At Gaboon," said Mr. King, "we have every year a large agricultural fair, at which only the products of the colony are allowed to be exhibited. I was for two years one of the committee to judge of the exhibits and award the prizes. I saw there as fine oranges as I ever saw in my life; they were placed on exhibition by the French Catholic Mission; and what they did at Gaboon, can be done

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here. The banana industry, continued Mr. King, is a very profitable one in Central America. The number of bananas a country like England would consume if they could be had at a reasonable rate, is very great indeed. In America we get them by steamer loads at a time, and there is always a good sale for them. I can see no good reason why Sierra Leone should not load a steamer a week with bananas and find a ready sale for them all at paying prices; they could be brought from the plantations along the rivers and creeks in small steamboats and loaded on a certain day each week, and in twelve days at the most, be on sale in the markets of England."

"One good thing about a banana plantation," added Mr. Sinclair, "is that there is fruit ripening all through the year; you do not have all your crop ready at once, and then perhaps lose a part because you cannot employ sufficient labor to harvest it all; but it comes in all through the year with a fair degree of regularity, and so you can give your men steady employment. In the rich soil bananas would not need manuring as they do in the Islands, and nearly all the cultivation could be done with mules, as is the case with cotton and corn in America."

"Do you think Avagada pears could be sent to England?" inquired Mr. Alexander.

"Perhaps they might," replied Mr. Lewis, "but they ripen up rapidly when once they are taken from the tree; if there was a room on board fitted up with cold storage, or even a good circulation of cool air, they might be landed safely in London, and I know of nothing that makes so rich and delicious a salad."

"Some of these days," said Mr. Schiff, "a single steamer will pay between here and Stockholm. It could bring out lumber and dried fish, for which there is a large and increasing demand on the Coast; and return with coffee, sugar, palm-oil, oranges, limes, cocoanuts, and

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possibly bananas—all these products would meet with a ready sale in Sweden and Norway."

The conversation was continued until a late hour, and then the visitors bade Consul Lewis "good night" and walked down to the pier where the ship's boat was waiting for them; a few minutes later they were on board the "Kisanga" and after a little nip of bitters they "turned in" for the night.

It was the intention of the Captain to sail early in the morning, but there were some slight repairs to make in the engine room, and these were not completed, so it was decided to start at noon, and in the meantime the five gentlemen concluded to go ashore and attend services in the Cathedral. The Sabbath is well observed at Sierra Leone, quite as well as in commercial towns of its size in England and America. The people of Sierra Leone are eminently religious. Most white men who visit the Coast get the impression that their religion is not more than skin deep because there is often a wide gap between their professions and their well known conduct; but it must be remembered that there are hypocrites everywhere and that the genus is not peculiar to any country or people. No doubt many put on a cloak of religion who possess no piety in their hearts, and the class that knock about the steamers are the worst of the population; it would be a pity to judge all by them.

There are several places of worship, and the bells sounded wonderfully like home; as our friends made their way to the Cathedral they saw the streets full of well dressed men and women, with exquisite young swells, and gay young ladies fitted out with the latest style of dresses and hats, and if the faces had been white one might easily have thought he was in one of the smaller American cities. The congregation was a large and respectful one, the music good, and the sermon not too long. The services were

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UNIV. CALIFORNIA

CAPE COAST CASTLE. GOLD COAST

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those of the Church of England, and were conducted by a white bishop, with the assistance of a colored brother and a choir of colored boys.

After service Consul Lewis met the little group as they were leaving the church and introduced them to some of the leading merchants, and then accompanied them to the pier to wish them bon voyage; an hour later the "Kisanga" turned her prow toward the sea and steamed out of the harbor.

It is the custom of all vessels coming to the West Coast to take on a crew of natives to handle the cargo and do all the rough work. Formerly these crews were shipped at Grand Cess and other villages on the Liberian coast, but at present most captains pick them up at Sierra Leone. These men work in gangs, under the command of a headman, who makes the bargains with the captain on the one side, and the men on the other; he guarantees the men their wages, and he holds himself responsible to the captain for his men's good behavior. If punishment is to be meted out, the sentence is passed by the captain and carried into effect by the headman. These men stay with the vessel while she is on the coast, and on her homeward voyage they are dropped at their own village as the vessel passes. Their pay is one shilling a day, and a ration of rice and salt beef, with a small glass of grog at noon and sundown. They eat and sleep on the deck and except when it rains are a jolly, happy set of fellows, always ready and willing to do anything they are told so long as they are fairly treated, but morose and disobedient when they think they are imposed upon.

It was an entertaining sight to watch these people eat. Rice is cooked for them in large stationary kettles heated by steam supplied by the boilers; when done each grain stands out distinct by itself and the whole mass looks wondrously white and attractive. The ship's cook now gives

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to each headman an amount of rice proportioned to the number of his men, and also a piece of salt beef or pork. The men then gather into messes of five or six, and the headman gives each mess its share; the division is made with great fairness, and not infrequently the head man retainsless for himself than he gave to others, so as to avoid the charge of favoring himself. Each group then choose a place upon the deck where they sit down in a circle about the pan of rice and watch with silent interest the division of their little chunk of meat, which, alas, is always to small for their vigorous appetites and strong digestion. The little bundle of red peppers is then unrolled, and if any one of the mess has succeeded in picking up a few bones or stray pieces of food about the pantry or the gallery, it is brought forth from its hiding-place and contributed to the common stock. When all is in readiness the little piece of meat is drawn through the lips to get a taste of its richness, the right hand is thrust into the central dish and a large handful of the steaming white rice is taken and firmly pressed into a solid ball; the head is thrown far back, the mouth is opened to its greatest extent, the great ball of rice drops in, the jaws close on it—and the patient is ready to repeat the operation. After eating, the hands and mouth are washed and the teeth well rubbed; nothing is drunk during the meal, but when it is over, all take a drink of water. All Africans take a drink of water just as they are about to "turn in" for the night.

Besides the native crew, quite a number of deck passengers were taken on at Sierra Leone; some of these were going to various ports south and east on engagements with traders and missionaries to work as cooks, carpenters, masons, clerks, and Jack-washers, but most of them were adventurers going forth to seek their fortune. Many of these suppose the best way to make friends with strangers is to make it appear they have been converted to their religion, consequently they read the Bible aloud and pray in an os-

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tentatious manner, and as a sailor places but light value upon religion in every day life, so they look with anything but favor upon these black "Christians," and are forever finding fault with them. It may however admit of some doubt whether a white Christian who attends divine service while his men are "firing up" so as to get ready to run on Sabbath afternoon, is doing much better than his black brother. There is no good reason for running steamers on Sunday on the Coast, and it is to be hoped a change will soon take place in this respect.

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CHAPTER III

LIBERIA.

ABOUT ten o'clock the next morning, Monday, September, 22nd, the "Kisanga" was abreast of Cape Mount, an elevation of some fifteen hundred feet that marks the northern limit of the Republic of Liberia. The Liberians have settlements along the coast from here to Cape Palmas, a distance of three hundred miles, and the government claims jurisdiction as far as the Kong Mountains, but it is safe to say that no Americo-Liberian has ever set his foot on one square mile in twenty of the territory named, and, left to himself, he never will. It was a beautiful idea to send our negroes back to the land of their fathers, from which we had ruthlessly torn them, to carry the Gospel to their sable brothers and sisters, to irradiate their heathen darkness with the light and peace of Christianity and fill the land with the blessings of an advanced civilization, while the sagacious white man remained at ease in his own country, being at once rid of the "niggers" who might become a troublesome element in the body politic, and at the same time have them do a work in Africa that he ought to do. But like many another brilliant theory, it failed to produce the desired result.

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The experience of this political experiment has been repeated in the Church. Every now and then a denomination becomes alarmed at the death rate among its African missionaries, or else enough men cannot be found to "carry the banner of the Cross" to those benighted shores, and so the proposition is made to send out black men, and let them bear the burden and endure the hardships, while the white brother "lays himself upon the altar" in the shape of a comfortable pastorate at home at a good salary. The Republic of Liberia is a great object-lesson to teach the foolishness of trying to make the black man do the white man's work. Here are three hundred miles of coast line of one of the richest countries in all the world, with an average of three steamers a week each way (not counting the Cape boats) passing within sight of its shores, and yet it is a rare thing for any cargo to be landed, or produce shipped from its ports.

The reason for this is not far to seek. The American negro bears the climate but little better than an European; being an "American," he thinks himself entirely above work, nothing short of a professional life will befit his dignity; being a black man, and a foreigner, the native people will have nothing to do with him, especially as he would lord it over them if he could; and so he sits there in idleness, tinkering with the "government," levying duties upon imports, taxing foreigners when one is foolish enough to land, and spoiling the country for others who might be willing to do something to develop it. Those who are not high government officials are "professors" in various universities, or Doctors of Divinity, or preachers connected with various missionary societies.

And yet Liberia, as has already been observed, is one of the richest countries in natural resources in the world. The air from the equatorial region of the Atlantic, heavy with vapors, is borne over the land by the south-west

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breeze until it strikes the Kong Mountains, when it parts with its moisture in copious showers that refresh the country and keep vegetation ever green and luxuriant. With the exception of one or two bold headlands, the coast-line is low but densely wooded to the very edge of the water; back from the coast the land is level for some distance, when it becomes rolling, then hilly, and finally the Kong Mountains are reached whose summits rise to a height of from three thousand to six thousand feet. Throughout this entire region every product of the tropics will not only grow, but flourish luxuriantly, and under the fostering care of a strong and liberal government it could be made almost the garden spot of the world.

This rich territory should be at once taken possession of by the United States Government and placed under the care of the Naval Department until it be sufficiently developed to admit of a Territorial form of government. It is true it was once the policy of the United States to own no colonies, but this great country of ours may well feel she is past the stage of littleness when it was best for her to stay at home and leave the formation of colonies to those who had a surplus population. "Policy" is that line of conduct which it is best to pursue under the circumstances, and as circumstances change, so the "policy" of a country must change also. It was well enough fifty years ago to decide to form no colonies, but the question before us now is, "what is best for the present and the future?"

This is the only portion of Africa that is not already taken possession of by some foreign power. It is the only portion the United States can get without war or purchase. It is always recognized abroad as an American colony, and in taking full possession of it we have no one to deal with but the Liberians, who are just as much our own people as any of the colored race in the South. It is directly across the ocean from our entire Atlantic sea-board, and is, con-

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NATIVE VILLAGE NEAR AXIM. GOLD COAST

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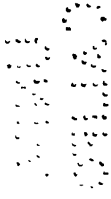

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sequently, easy of access. It would be the greatest blessing that could happen to the country itself; and our influence, united to that of the English at Sierra Leone on the one side, and on the Gold Coast on the other, would be a most important factor in the future development of Northern Central Africa, and would do more to advance the cause of Christianity than all the present efforts of the missionary societies combined. This appropriation of Liberia by the United States is a most important matter; it should be speedily acted upon, and the development of the country proceeded with in an intelligent and energetic manner.

Liberia does not possess any great open pathway to the interior, but she is as near as Senegambia or Sierra Leone. The Niger River, or the flooded Sahara, are either of them better pathways to the Soudan than can be found in Liberia, but the latter is worth developing for her own sake, and the sooner that development is begun, the better for her own prosperity, and the good of the whole African race. The opening up of a great country like this cannot be so well effected by private enterprise, as by a strong and wealthy government. All individual and corporate efforts require an immediate return in the shape of profits; this is not necessary in a great government enterprise; many works are done by the governments of the earth which do not "pay," and yet we all unite in saying that such works are wise and necessary. So in opening up a new country, much money needs to be spent in harbor improvements and in constructing roads and other public works; but when the land has been occupied and cities and towns built, such taxes may be imposed, either directly, or on imports, as will reimburse the government for all its outlay; this money can then be used to develop some other region.

After taking possession of the country, the first thing to be done is to prohibit the export of labor, and the im-

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port of guns, powder and rum. The evils that have attended our management of the Indians should be avoided. The guns now owned by the people are muzzle-loading muskets costing from one dollar and sixty cents to two dollars and fifty cents each at wholesale. These guns are quite unnecessary; they are not needed to kill game, without them they would be unable to make war on each other, and it would be far better every way for them to be confiscated and no more brought into the country. Owing to the improvident nature of the negro, there are no large accumulations of powder anywhere in their hands, and if it was made a contraband article, the little they had would soon be used up and the people be virtually disarmed. As for intoxicants of every form, they should be strictly prohibited, for they are productive of nothing but evil, and of that continually. Without the ability to fight, and with no intoxicating liquor to inflame the passions, the native element would be easily manageable, and it is with them that most of the work is to be done. There is one thing more; this native labor MUST BE KEPT AT HOME.

Liberia is the only portion of the West African coast where labor may be obtained. Every steamer that passes (on an average of three a week) takes a deck-load of these strong, sturdy natives to work in the factories as coolies, porters and boatmen. All this surplus of labor must be kept at home, and used in the development of the new colony. They are already accustomed to white men and their ways, and they speak enough English to understand all that is said to them. With such an abundant labor supply at hand, public works could be pushed forward without delay.

The first thing to be done would be some landing facilities at Cape Mount, Basa and Cape Palmas. From these three points roads should be made to the interior, direct toward the Kong Mountains, for a distance of seventy

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GROUP OF NATIVES. OLD AFRICA

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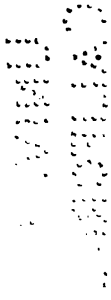

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or eighty miles from the sea, and united by a road running parallel with the coast. This latter road would cross the St. Paul and Cestros Rivers somewhere near the head of boat navigation, and with the first three roads would make five lines of travel to the middle of the country. This would open up the country fairly well for a beginning; a line of railway could then be surveyed through to the foot-hills of the Kong Mountains where the best coffee, cotton and tobacco plantations would be established, and the finest fruit grown.

What treasures the Kong Mountains may hold concealed can only be guessed. As gold is very plentiful not more than three hundred miles to the eastward, it is almost certain to be met with here, as well as other valuable minerals. These mountains will be the finest place in the world for manufactories, for the copious rains will produce a superabundance of water-power, and the elevation insures a delightful climate. Beyond the mountains lies the great Soudan, a portion of which might be made tributary to Liberia.

Let us see what it is that we propose:

1st. Inexpensive landing facilities at three points on the coast.

2nd. Three roads toward the interior, each eighty miles long.

3rd. One road connecting these, two hundred and fifty miles long.

4th. One railway two hundred and fifty miles long.

Four hundred and ninety miles of common road, and two hundred and fifty miles of railroad—we have railway companies that would consider such a job a comparatively small affair; why should it not be done?

Why could not an incorporated company do it?

Because it requires the power of eminent domain, possessed only by governments. It is absolutely necessary

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to control customs, to prevent the export of labor, and to apply local government to the entire country. A company with these powers, backed by the United States Navy, could do it; but such companies are looked upon with distrust in these days, and the world would be better satisfied to see it done by a responsible government. There would be plenty of opportunity for individual effort even after all this was accomplished.

The country at present is of no more use to the civilized world than an equal area of the Sahara, except that it furnishes laborers to other parts of the Coast; but even this is no real gain, for if these men could not be had, the traders would be compelled to employ the natives in their own vicinity, which would be an advantage to those communities. With the improvements proposed, and under a strong and liberal government such as the United States could give them, this little strip of coast-line on the western shores of the Great Continent would become a garden, in every way delightful, and capable of supporting comfortably twenty millions of happy people.

On Monday afternoon the "Kisanga" passed Monrovia, but although it is the capital of Liberia, it has but little commerce, and it is seldom that an English steamer calls there. Occasionally an American bark anchors in the St. Paul River and loads a small quantity of camwood and coffee, with perhaps a few casks of palm-oil; but the trade is far less than it would have been if left under native rule. Monrovia is situated on the peninsula of Cape Messurado and presents a pleasing appearance from the sea. The houses which are scattered somewhat at random, are mostly frame buildings of one story or one story and a half, and raised five or six feet from the ground on brick or stone foundations. Most of them are painted or white-washed and present an air of neatness and comfort. There are a great many palms growing about the town which give the

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place an unusually cool and inviting appearance. As the steamer passed, our friends were drinking their three o'clock tea, and looking shoreward Mr. Sinclair said: "What a pity so beautiful a place as this is not of more value to commerce and the world."

"Yes," responded Mr. King, "the coffee that is grown here is in my opinion the best in the world. It is not as fine flavored as the Java, but it is stronger and richer, and is largely used to mix with poorer coffee grown in other countries, to bring up the grade of the weaker coffee to its proper strength; for my own part I prefer it to any Arabian coffee I have ever tasted."

"There is very little of it to be had," said the Captain. "I doubt if so much as a hundred bags are ever shipped at one time."

"The Liberian coffee," added Mr. King, "differs much from the varieties grown elsewhere, for it does well in the lowlands near the sea, whereas in Java, Ceylon and the Brazils it is found necessary to grow it upon hillsides, and it does not really flourish at a less elevation than fifteen hundred feet. I have sometimes thought that the strength and richness of the berry was owing to the superior fertility of the lowlands, and that perhaps if the tree were planted on the hills, the appearance of the bean, as well as the flavor might more nearly approach that of Java coffee."

"This country," asserted Mr. Schiff, "will never be worth anything until white men come here and make these fellows work. It is all very well to talk about the black man, but he will not stick steady to work unless he has to. I have lived among them for a good many years and I find the great trouble with them is that if left to themselves they will not stick to anything; they will work some to be sure, but it is a little here, and a little there, and in the end it amounts to a little. Ought times ought is oughty-ought, and no matter how long a string you have

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of them, they are of no value to you except you put a figure in front of them; just so with these people; put them under capable white men and they will do good work, but by themselves they accomplish nothing."

"That is just the way I have found them," added Mr. Sinclair, "if I left them to themselves they accomplished little, but if I went with them and directed them it was surprising how much they could do."

"And it is not direction alone they need," responded Mr. Schiff, "they must be made to feel the pressure of necessity. They should have a fair compensation for their labor I grant you, but at the same time they should be compelled to work. If these people were compelled to work eight hours every day under intelligent direction, they would soon make this land look like one great pleasure-garden. This very Liberia, if it were properly cultivated, could raise enough produce to load a steamer every day in the year. I tell you, the time has come when the world can no longer afford to let such a country as this go to waste simply to supply a stamping ground for a lot of wild niggers to idle around in. It ought to be put to some better use."

"Well, Schiff," said Captain Thompson, "I believe you are more than half right."

"I know I am," answered Mr. Schiff, "and it won't be long before the world sees it, too."

"In Ceylon," said Mr. Alexander, "wild land suited for coffee estates readily commands sixty-five dollars an acre, and when the trees have attained to full bearing it will bring five hundred dollars an acre; this country is not more than half as far away as Ceylon and I see no reason why it should not become as valuable."

"Let us make a little calculation," replied Mr. King, "and see what this so-called Republic might be considered worth at the valuation you have just named. It is three

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NATIVE LADIES. NEWEST AFRICA

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hundred miles long; now suppose we take a strip one hundred miles wide, that would give us thirty thousand square miles, or nineteen million, two hundred thousand acres; and at sixty-five dollars an acre, the price of such land in Ceylon, it would be worth one thousand, two-hundred and forty-eight millions of dollars besides the seashore, and the mountain region. I guess at that rate it would pay to build a few hundred miles of common roads and railways."

"Liberia," observed Mr. Sinclair, "is only one day's steaming farther from England than Sierra Leone, why may not oranges and other fruit be shipped even from here?"

"There is no reason," responded Captain Thompson, "and not to England only, but also to the north of France, for I have taken many a deck load of bananas to France from Grand Canary, and I could do it even from here if the 'trades' were not too strong."

"How much income would an acre of limes produce?" inquired Mr. Sinclair. "If we take average ground," replied Mr. King, "and place the trees twelve feet apart, which would give abundance of room for mule cultivation even after the trees were full grown, there would be three hundred and two trees to the acre. The third year they would bear a few fruits, and the fourth year we might expect them to yield one peck each, or seventy-five bushels. After the sixth year the yield would be at least half-a-bushel of fruit to a tree, or one hundred and fifty bushels to the acre. If each lime was wrapped in soft paper and the fruit packed in bushel boxes, it would bring not less than eight shillings a box in England, and sometimes more. If we allow one shilling for box, packing and shipping; two shillings for freight; and one shilling for carting and selling, it would leave four shillings, or one dollar a box for the grower; that would be from seventy-five dollars, to one hundred and fifty dollars an acre."

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"A good sized tree will bear more than half-a-bushel of limes," said Mr. Schiff.

"Yes, I know it will," answered Mr. King. "I have seen trees with two bushels of fine fruit on each tree; I always prefer to under-estimate rather than over-estimate, which was why I said half-a-bushel. I should not be at all surprised if an acre of lime trees in full bearing should yield three hundred bushels year after year."

"How will this compare with the same amount of land planted with bananas?" asked Mr. Alexander.

"One acre of bananas," said Mr. King, "planted nine feet apart, and allowing only one stalk to a hill, would produce five hundred and thirty-seven bunches of fruit a year. The bananas shipped from the Canaries cost two shillings a bunch to send them to market and sell them; suppose we allow a shilling more for expenses because of the extra distance, it would leave fifty cents a bunch for the grower, or two hundred and sixty-eight dollars an acre, and the work is not greater or more tiresome than the cultivation of an acre of corn." "If we allow sixty-eight dollars an acre," said Mr. Alexander, "for the expense of cultivation, that would leave two hundred dollars a year profit, which is equal to ten per cent. on an investment of two thousand dollars; at that rate land out here would be pretty valuable."

"Well," responded Mr. King, "if the United States would take hold of this Republic and develop its resources with skill and energy, I see no reason why the best of this land may not soon be worth all of that. Here is the fertility of the soil and the requisite heat and moisture—man must do the rest."

The conversation flowed on in a steady stream, the shores of the so-called Republic being constantly in sight, furnishing them continual and constant themes for discussion. The coast-line here is low and covered with a rich

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forest growth. Every two or three miles were villages of the aborigines, the round-pointed roofs of the little huts forming a pleasing contrast to the heavy wall of living green. About these villages were great numbers of cocoanut trees, showing that the people were fond of its fruit.

"How much do you suppose an acre of cocoanuts would be worth?" inquired Captain Thompson.

"I think there are other ways of growing cocoanuts," replied Mr. King, "that would be as well, or even better than growing them in orchards; but since you have asked the question I will answer it. To give the trees ample room for full development they should be thirty feet apart each way; this will give forty trees to an acre. When planted in rows along a road, or any place where the air can freely circulate on two sides of them, they need not be more than half that distance; but in an orchard they should have light and air all around them. At my home, in Gaboon, I have a number of cocoanut trees, and a couple of years ago I planted nearly one hundred more. I found that my trees averaged from ten to twelve bunches of nuts a year, with from twelve to twenty nuts in each bunch. If we take the average number of bunches per tree per annum, at ten; and the average number of nuts per bunch at fifteen, it will give us one hundred and fifty nuts per tree per annum. This is an entirely safe estimate, for I have one tree that gives me more than double that number every year. These nuts will readily bring on the Coast from ten dollars to twenty dollars a thousand, which would be from one dollar and fifty cents to three dollars a tree, or from sixty to eighty dollars an acre. When these trees once come into bearing they will bear continuously for a hundred years, and will require no labor except gathering the fruit." "It takes the trees a long time to come into bearing, does it not?" asked Mr. Alexander.

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"From eight to ten years," replied Mr. King, "but in the mean time the space between the trees might be filled in with lime trees; these would pay not only for the cultivation, but a profit besides. However, I do not advocate planting cocoanuts in orchards, for I think orchard land might be well reserved for other purposes; it seems to me the cocoanut is just the tree to plant along the side of roads, ditches and other places where there is waste or vacant land. The roots hold the soil well together; the trunk is free from branches that might impede travel or obscure the view, and the top gives all the protection needed without making so dense a shade as to be damp or unwholesome. Suppose a road was bordered on either side by a row of these noble trees planted at intervals of twenty feet; that would be five hundred and twenty-eight trees to a mile, and at the lowest estimate we made as the income from one tree, it would give the very handsome sum of seven hundred and ninety-two dollars a year from the sale of the nuts; quite enough to keep the road in the highest state of repair."

"But is it not true," inquired Mr. Schiff, "that the cocoanut grows best is the sand along the sea-beach? Why some people say they will not grow where their toes do not touch the salt water."

"Some people tell a great many queer stories," replied Mr. King. "You all know that my house at Gaboon is on the top of an iron-stone hill, and that the soil is a heavy clay, yet the cocoanut flourishes there. When I was living on the Ogowe river one hundred and sixty-five miles from the sea, I planted a number of cocoanuts in 1882, all of which are doing well, and one of them is now bearing fruit. I think the tree needs a moist, but not a swampy soil, and my experience on the Ogowe river leads me to believe the cocoanut can be grown at least on all the lowland between the sea and the hills."

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A TROPIC HOME. NEWEST AFRICA

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"In India," observed Captain Thompson, "the cocoanut is manufactured into oil."

"So it might be here," answered Mr. King, "and moreover the husk makes excellent paper stock. By the way, did you know the nut makes the best of milk for coffee?"

"You don't mean that miserable water in the cocoanut, I hope, that some people call milk, and are always praising so highly?" interrupted Mr. Schiff. "No," continued Mr. King, "I do not. I quite agree with you that this water has been greatly overpraised; what I wanted to tell you is this: If you will take a ripe cocoanut and grate the meat, then pour on a very little boiling water and squeeze the pulp in a cloth, the liquid you will get is white like milk, as rich as cream, and gives coffee a peculiarly fine flavor."

"I never heard of that before," said Mr. Sinclair.

"Well, you try it some time," added Mr. King, "and you will be pleased with it."

The bell now rang for dinner and the group adjourned to the cabin to discuss this important part of the day's programme.

The next morning at eleven o'clock the Kisanga swung her head in-shore, fired a gun from the fore-castle, and anchored in the lee of some enormous rocks against which the surf beat with a heavy roar, sending up clouds of spray. This was Grand Cess, one of the principal villages of the Kru-boys, or native people of the Liberian Republic. The town is in two divisions, one near the shore, and the other on a low hill a little further back; altogether there may be five hundred huts. These huts are circular, with high, pointed, cone-shaped roofs made of dried grass.

The appearance of the country was very pleasing; the village near the shore was nearly buried amid cocoanut trees, the shore-line beyond a deep, heavy forest, while up

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over the hill were grass fields with heavy forest, some distance inland—as good a country as one need wish to dwell in. Presently a large number of canoes were seen coming off from land, and it was not long before they were alongside and their owners clambering upon deck. They were tall, handsome finely developed men, with dark brown skins, woolly heads and frank, open faces. Some of the older of them had "books" or orders from traders further down the coast, to bring gangs of men with them, and these orders stated that the makers would pay the passage of such gangs to any captain who would bring them. The Kru-boys were respectful but noisy, and had a great deal to say to one another and to those who had come on board at Sierra Leone. The canoes were not more than two feet wide and sometimes not so much as that, and they were turned up a little at each end. There were no benches or seats in them, but the Kru-men sat flat upon the bottom with their legs stretched out in front of them. When the waves slopped over into the canoes, as they would do sometimes, the men bailed the water out with one foot which was so flat and large it could be used just like a scoop; indeed, they can often use their feet with as much facility as their hands, and it is little more trouble for them to pick up an article with their toes than for us to pick it up with our fingers.

In a couple of hours the Kisanga proceeded on her course, having about a hundred of the Grand Cess "boys" on board as passengers. These good-natured savages brought no other luggage than the loin-cloths they wore and a few bundles of red peppers, and their recent parting from home associations and friends did not appear to sit heavily on their minds, and yet they love their fatherland, or "we country," as they call it, and would no doubt rather work home if there was anything to do, than to go away for a year or more at a time.

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There is not a more singular or interesting race to be found anywhere on the continent of Africa. It would be difficult to find better specimens of muscular development, men of more manly and independent carriage, or more real grace of manner anywhere in the world; in fact, these are Nature's noblemen. It is true their heads are somewhat narrow and peaked, but they are capable of intellectual improvement; fully as much perhaps as other races of savage men, and they are certainly capable of being exceedingly useful in the development of their country, provided their capabilities are guided by the intelligence and skill of the white man. The present custom on the Coast is for the trader, missionary or government officer who wants laborers for any kind of work, to give some elderly Kru-boy a "book" or order to give him the required number of hands; he then pays his passage to Liberia and gives him a present for the head-man of his town, usually a keg or barrel of rum. This book is also an order on any steamer captain for the passage of the "boys," and is payable on their arrival. The Kru-boy who recruited the gang is now the head-man of the party, responsible to the chief of the village at home for the safety and wages of the boys, and to the employer for the obedience of the entire gang. Until recently engagements were for three years; but now they will remain for one year only. They receive as wages from one to two pounds sterling per month, and a regular daily ration of rice and meat, while on Saturday they get in addition a head of tobacco and a bottle of rum. Besides this, they receive one or two fathoms of cloth on the first Sunday in every month, which keeps them supplied with clothes, so all their earnings can be saved and taken home. The steamer's crew that were taken on at Sierra Leone are paid in English silver, but the men from the Liberian coast receive their pay in guns, powder, rum, tobacco, cloth, beads and other merchandise.

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When a Kru-boy reaches home with his year's pay, he meets with a hearty and noisy reception on the part of his friends; guns are fired, dances gotten up, and all who are permitted to share his rum are loud in his praise. A goat is brought in from the plantation and killed, and a great family feast is prepared. In a few days a family council is held for the purpose of dividing the booty; if the boy be young he is given a few trifling articles and sent away again at the first good opportunity. If, however, he be somewhat older, a wife is purchased for him, and he feels that he has taken the first step toward a standing of respectability in the community. In the course of another month he is prepared for another voyage and on his return, if he bring a sufficient amount of goods, he is rewarded with a second wife. He keeps this up until perhaps he is forty years of age, when he settles down permanently with his wives and is ever afterward regarded as one of the fortunate men of his town. He not only has the wives he has earned by honest labor, but he has by this time inherited a number by the death of father, uncles or brothers, and has the enviable prospect of leaving behind him when he dies, many wives, and a great name.

The Kru people cultivate the ground, raising quite a number of articles of food, the most important of which is rice. The kind most commonly planted is a variety of upland rice, with a small grain and slightly streaked with brown. It is sweeter than the East India rice and much preferred by the Krus. In Liberia there is one long rainy and one long dry season each year; and as the rice can grow on the upland only in the rainy season, the people can raise but one crop a year. Toward the middle of the dry season a piece of fresh ground is selected, and all the trees, underbrush and grass is cut and allowed to lie on the ground so as to become thoroughly dry. At the first intimation of the coming rains this mass of dry leaves and

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PALM OIL READY FOR SHIPMENT. LAGOS

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branches is set on fire and all consumed but the stumps and larger tree trunks. By this process the ground is covered with a good coating of ashes which is one of the best fertilizers for this crop, but the farm, with the blackened stumps and trees looks like desolation itself. The soil is now scratched with a small iron instrument, the seed deposited, and the work is done. The rice sprouts with the first rain, and usually there are few or no weeds the first season. When the grain begins to head, myriads of small birds come to join in the feast, and the field needs to be constantly guarded throughout the day to prevent them from taking more than their share. This is done by stationing boys in different parts of the field who scare the birds as best they can with stones, beating brass pans, and screaming at the birds in an energetic manner.

In four months from the planting the rice is ready to be harvested. Each head of rice is cut separately making the task a slow and laborious one ; the heads of grain are then tied into snug, neat bundles and carried home to be kept for future use. These bundles of rice are suspended from the rafters of the house, and the smoke passing up around them keeps all insects away. It is husked only as needed ; this is done by putting the grain in a mortar and pounding it with long pestles until the chaff is loosened from the grain, when it is winnowed by pouring from one pan to another while the wind blows the chaff away. The Kru matron prides herself upon her skill in boiling rice, and there is no doubt the art is carried to a high degree of perfection, each grain standing out clear and distinct, and yet soft and mealy. A good dish of such rice, covered with fresh, fragrant palm oil, a few red peppers mashed in salt, and a nice piece of broiled monkey, or boiled corn beef, is as good a meal as any man need desire.

It is a mistake to plant rice on the up-lands when from two to three crops might be raised on the lowlands of the

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deltas of the rivers, but to make these lands sure for cultivation they need to be dyked and ditched like the rice lands of Georgia and the Carolinas, but as the Krus do not know how to do this they are obliged to plant on the uplands and get but one crop a year. The work of cutting the jungle is performed by the men, but nearly all the cultivation and harvesting is done by the women and boys. In settling the country and opening up sugar and coffee estates, as well as other branches of agricultural industry, the women and boys could be depended on for labor as well as the men. In Java rice is raised on the hillsides by building terraces, making the enclosed ground level, and then turning on water that has been collected in large reservoirs during the rains ; the water is drawn from the upper level to the next lower, and so is made to do duty several times over. This is no doubt an excellent plan, as it gives the cultivator complete control of the necessary physical conditions, but it is expensive and will hardly pay in Africa until the country becomes much more thickly settled.

At four o'clock the same afternoon the Kisanga anchored in the Bay of Cape Palmas. It was a delightful afternoon. As it was the very close of the rainy season for this part of the coast, nature was wearing her brightest garb of green, and the warm afternoon sun filled the landscape with light and beauty ; it was indeed a lovely picture that lay spread out before the travelers as they sat upon the deck in their comfortable chairs and gazed shoreward. Cape Palmas is a long, low, rocky headland extending into the Atlantic from the southwest corner of Africa. It has a good lighthouse, and as it is exposed so thoroughly to the sea breezes, it ought to be a favorite resort for those who love the sea air.

The town is built on the cape and on the high land to the eastward and presents a most pleasing appearance from the sea. The houses are mostly of stone, some of

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them two stories, and are protected from the sun by numbers of cocoanut palms beneath whose grateful shade they are built. The country near Cape Palmas is higher and more open than the coast-line to the north, and gives signs of a higher state of cultivation, and a larger population. Cape Palmas Bay is a fair harbor, although not a large one. There are a few sunken rocks that need to be removed and then the anchorage will be both good and safe. The coast-line to the eastward is much troubled with heavy surf, but the long point of rocks that extends from the Cape protects the Bay and there is nothing to prevent vessels from coming alongside piers when these shall have been built. Cape Palmas would be a good terminus for a railway, as the open character of the country would make railway building easier than the heavy wooded lands to the north. Lying as it does in the steamer track, it might soon build up a large trade in steamer supplies, especially every kind of fresh provisions; indeed it is a wonder that this has not been done before. It would be an excellent place, too, for a coaling station, and the railway might receive much traffic from coal brought down from the mountains for use on ocean steamers. As our friends looked shorewards for some reason or other they fell to talking about breadfruit—perhaps the sight of some of the trees brought the subject to their minds.

"I wish," said Mr. Sinclair, "that breadfruit could be carried to England; they would be a novelty in our markets."

"There is no use of you wishing that," responded Mr. Schiff, "for you know well enough a green breadfruit is not good, and a ripe one goes to squash in three or four days."

"I know they will not save long," replied Mr. Sinclair, "but what is to hinder drying them much as we desiccate

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potatoes, and then not only exporting them to other countries, but also using them upon ships during long voyages?"

"There is no good reason that I can see," answered Mr. King. "Some of the patent evaporators made in our country would do the work admirably. The breadfruit is sweeter than the potato and contains a greater quantity of nutritious matter. It seems to me it might become a common article of food in almost every land."

"How many breadfruits do you think could be raised on an acre?" inquired Captain Thompson.

"The breadfruit tree," replied Mr. King, "spreads its lower limbs over a wide surface and should be planted fully forty feet apart, which will give twenty-seven trees to the acre. I do not know how it may be here, but at Gaboon, while the trees have some on nearly all the time, yet they bear two main crops a year; a hundred ripe fruits to a tree a year is a fair average, although many trees will exceed that; each fruit will equal half a peck of the best Irish potatoes, so that the product of one tree may be set down as equal to twelve and a half bushels of potatoes, or three hundred and thirty-seven bushels to the acre. I think the yield of my trees at Gaboon was fully equal to this."

"A native family with a few breadfruit trees about their little home need never want for food," observed Mr. Alexander.

"Indeed they need not," responded Mr. King, "these breadfruits are not only very good eating for man, but they are relished by goats, pigs and chickens when boiled and fed to them, and much cheaper and more easily raised than grain. I think they are well worth raising for feeding purposes alone. If grown in orchards cocoanuts should be grown with them, for the lower branches of the breadfruit take up so much room, but the space above is largely vacant, and this can be profitably filled by the waving tops

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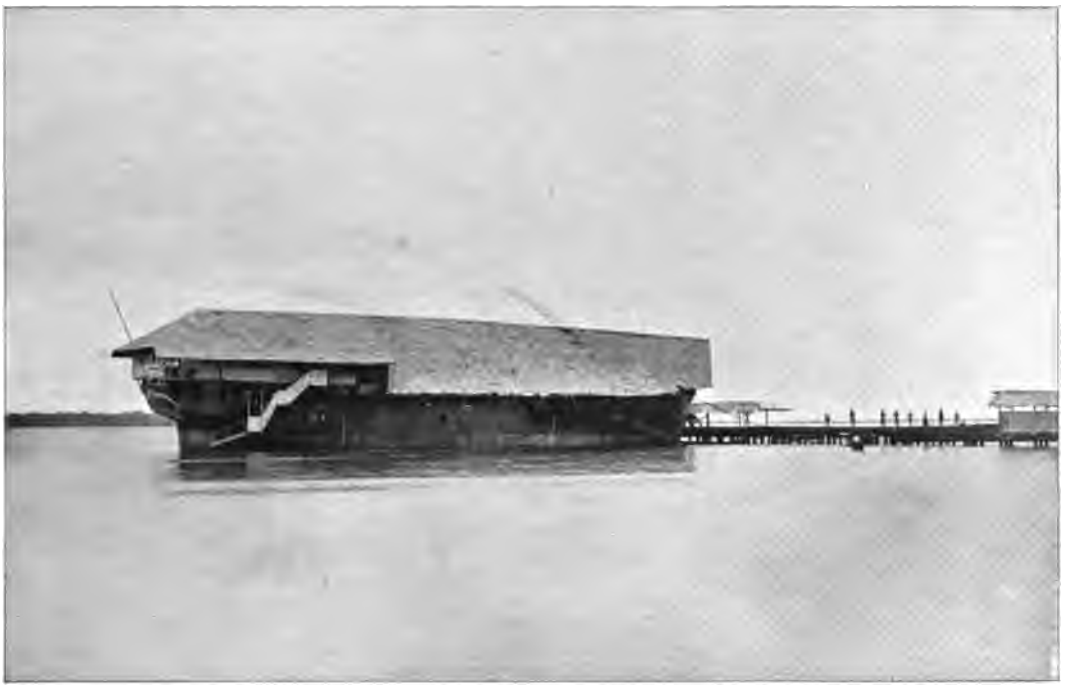

TRADING HULK. BONNY RIVER. A RELIC OF THE PAST

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of the cocoanuts ; it seems to me the two were made to grow together. This is the way I have planted them at Gaboon, and I find the plan to work nicely."

The Kisanga did not remain long at Cape Palmas, for there is at present but little trade there, although under a wise and able government it might become a city and a valuable commercial port. As has already been observed, the openness of the country indicates that a railway might easily be built up to the hills, and even through the mountains to the plains of the Soudan. By sundown the ship had rounded the shoal off the point of the Cape and turned her head due east for Cape Three Points, and when our friends came on deck after dinner to enjoy their evening smoke and have their usual chat together, Cape Palmas had been lost to view behind them.

For a little while no one spoke, as each seemed to be absorbed in the beauties of the night. Mr. Alexander was the first to break the silence. "I have been thinking," said he, "what a country this would be for raising rice and other tropical products by companies possessed of large capital. I have been in Japan and from what I saw of rice-growing there, I am sure it can be successfully grown here. If these Kru-boys in their imperfect way can produce enough of it to keep their families, what might not be done when its cultivation is carried on with exactness and skill. In Japan two crops are raised on the same ground each year, and the product is from thirty to fifty bushels per acre."

"Yes, but it has to be irrigated," interrupted Mr. Schiff.

"That is true," replied Mr. Alexander, "but why not irrigate it here? Suppose when the railway is built from Cape Palmas an English company should purchase a large estate among the foothills of the Kong mountains. Upon the top of one of these hills or near the top, let large res-

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ervoirs be built to collect water during the long rainy season. Then let the gentler slopes be terraced and rice planted on the terraces; I have seen it grown in this manner in Japan, and the yield was very large. The first crop could be planted at the beginning of the rains just as the Kru-boys do, and then another crop planted and carried through the dry season by irrigation."

"Do you think it would pay?" inquired Captain Thompson.

"It pays in Japan, in China, in Java and other countries," answered Mr. Alexander, "and why not here? Take the minimum yield of thirty bushels per acre; the first crop would pay for the labor bestowed on both crops, and the second crop could go for interest on investment, and profit. Thirty bushels per acre is eighteen hundred pounds, and at three cents a pound would be fifty-four dollars, which is ten per cent. on five hundred and forty dollars an acre, and it is not likely that the cost of preparing the ground would exceed that."

"Such beds would be just the place to raise these large Spanish onions," said Mr. King. "In the Island of Bermuda large quantities of onions are raised for early shipment to New York, and they always bring high prices; if planted on your terraced fields at the beginning of the dry season, say October first, they would be ready to harvest in February, and reach England and the continent in March when the market is bare of onions and the prices high. In America when onions are raised in a commercial way, the yield is from four to five hundred bushels per acre; this would bring you in from five to ten times as much as your second crop of rice, and in a few years would pay for the farm. Indeed, there is almost no end to what might be done here in the way of farming where ample capital is used, provided there was a strong, able government, and the country properly opened up by good roads and railways,

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CANOE ON THE BONNY RIVER. OLD AFRICA

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for the markets of the densely populated countries of Europe are within reach even for perishable products, while India and the East Indies are too far away to send such things as fruits and onions to Europe."

"And then," said Mr. Schiff, "ducks could be raised on the ponds and sent down to Cape Palmas to sell to the steamers." Mr. Schiff liked plenty of good things to eat; a failing common to a great many very excellent men. "I do not live to eat," he would sometimes say, "but since I must eat to live, I think I might just as well eat something good."

For the next two days the Kisanga steamed steadily along past what used to be called the Ivory Coast, or Drewin Coast. There are few foreign settlements on this coast and no nation has as yet appropriated it, except that the French have a small settlement at Grand Bassam. This entire coast as far as the Assinee river should by rights belong to Liberia, and the United States States Government should at once claim it. There is a lagoon running the entire length of the coast parallel with the beach, and only separated from the sea by a narrow strip of sand a few hundred yards wide. Into this lagoon the rivers empty, and it forms an excellent waterway for inland navigation. The view from the deck of a passing steamer presents a low line of dense jungle with numerous villages almost buried among the thick cocoanut groves. Along the lagoon the forest growth is of the richest and most exuberant that can be conceived, the trees being fairly covered with vines and all kinds of creepers, and every plant struggling for a share of the brilliant sunlight. Beyond the lagoon, and back from the rivers, the country rises to a table-land of moderate height, and so continues up to the foothills of the Coast Range.

At present there is little or no ivory sent from this part of the coast, that trade having drifted gradually away to the

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south; the principal exports are palm-oil, cam-wood and gold-dust. The gold comes mostly from the interior, and there is little doubt that large stores of it will be found in the mountains when these shall come to be thoroughly explored. The natives do not dig for it but wash the river sands in wooden bowls or calabashes and thus obtain enough to purchase what few goods they need.

Cam-wood produces a beautiful red dye. This tree is found scattered through the forest much in the same manner as the ebony; it is more abundant among the hills than near the coast. The most valuable part is the stump and roots; its value is from eighty to one hundred dollars a ton. Besides cam-wood there are many valuable woods in the forest; some of these are well suited for cabinet work, and others excellent for building purposes. These trees, however, grow very differently from what they do in a northern forest; at the north the woods frequently contain not more than one or two varieties of trees, or at most six or seven; here in the tropics there may be twenty or thirty kinds on a single acre, and these will be bound together with a perfect net-work of vines which makes the work of timber cutting more expensive than in a pine or hemlock forest. On the contrary, when a large tree of some fine-grained cabinet wood is cut and cleared of the underbrush, it is worth twenty pine logs, so that notwithstanding the additional expense and difficulty of cutting, it may pay a larger per cent. of profit.

Palm oil is the most important of the three articles of export. When fresh it is of a transparent orange color, and is extensively used in England and on the Continent in the manufacture of the finer kinds of soap, in candles of an excellent quality, by the apothecary for various purposes, and as a lubricant for the more delicate parts of steam machinery. It is quite likely, too, that it is used to adulterate many kinds of food. It can be refined until it becomes as

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TRYING PALM OIL, BONNY. NIGER RIVER

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transparent as water, and is then excellent to use instead of lard or other fat for cooking purposes. It usually sells on arrival for from ninety to one hundred dollars a ton, and is not likely ever to be much lower.

The oil palm is a beautiful tree, having as many fronds as a cocoanut and of a deeper green; and as its fringed-like leaves wave and rustle in the breeze, it forms a striking feature in the African landscape. It extends in a belt of from fifty to one hundred miles in width from the Sahara to the Benguela; it also follows the river valleys in some cases to a considerable distance inland, but as a rule it is not found in the interior of the country.

The nuts grow in clusters containing from a peck to a half bushel, and are of a deep orange color at one end, and a brilliant scarlet at the other; anything more beautiful than a heap of fresh palm nuts it would be hard to find. They are about the size of a guinea's egg, and taper at both ends. The oil is contained in a fibrous pulp, inside of which is a hard black stone or pit enclosing a pure white kernel the size of a filbert. These kernels are in great request in France, where a fine table oil is made from them, and they are sent from the Coast by the ship-load. In gathering the nuts the natives climb the trees by means of a loop, or hoop, made of a vine. This hoop is about three feet in diameter and encloses the tree; the climber then puts it over his head and lets it rest in the hollow of the back, being obliged to lean backwards a little from the tree to make it keep its place; he then takes hold of each side of the hoop with his hands and leaning forward for a moment, he hitches it up a little where it goes around the tree; this makes it slant upward from his body to the tree; he then clasps the tree firmly with his feet and steps one step upward carefully pressing back against the hoop; then he hitches it up a little way again, takes another step upward, hitches it again, and so walks up the tallest tree

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without difficulty or fear. Of course, if the hoop should break he would fall backward into space, and if he failed to press against it sufficiently, he would fall through to the ground; but he does not stop to consider the chances and will walk up the tallest palm tree as unconcernedly as a dude will promenade the avenue. Arriving at the top, this ingenious arrangement permits him the free use of his hands, and he soon cuts the coveted cluster of nuts, which falls heavily to the ground.

To extract the oil the nuts are boiled to soften the pulp, and then thrown in a large trough and pounded until the pulp is separated from the hard inside pits; the trough is then filled with clean water and as soon as the mass at the bottom ferments, the oil rises to the surface and is skimmed off. The hard pits are then taken out and cracked and the kernels put into baskets for sale. As there is no such thing as lard or butter in the country, large quantities of the fresh palm oil is used for food. It has a peculiar flavor quite unlike anything produced at the North, but one nevertheless that all foreigners soon become fond of, and a good palm-oil chop is justly esteemed one of the delicacies of the country.

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CHAPTER IV

GOLD COAST.

AT three o'clock on Friday afternoon the Kisanga anchored off Cape Coast Castle, the principal port of entry on the Gold Coast. Eight miles to the westward was Elmina, an old Dutch settlement, founded some years before the discovery of America, and for a long time an important centre for the trade in slaves and gold dust. At present it belongs to England, as does indeed the greater part of the Gold Coast. Cape Coast Castle is well known to the present generation of readers as the starting point of the expedition of Sir Garnet Wolseley in 1873 for the capture of Coomasie, the capital of Ashanti. It is a fair sized town, with some well built streets, and with the large fortress on a commanding bluff jutting into the sea, it presents an inviting appearance from the deck of an incoming vessel.

The town of Cape Coast is the natural outlet for the commerce of the great negro kingdom of Ashanti, and by a moderate amount of effort on the part of the British Government it might become an important seaport, as well as a large and flourishing city. The greatest natural drawback to its prosperity is the heavy surf, but this should not be an insurmountable difficulty; the surf is no heavier

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than at Madras, nor the anchorage more exposed than at Colombo in Ceylon, and even as it is the army of Sir Garnet, as well as all the stores needed for the campaign, were landed here, and a reasonable expenditure would make the landing a fairly good one. The town has the reputation for being very hot in the dry season, but the same is true of Madras and several other commercial centres of the East, and perhaps Cape Coast is not hotter than Calcutta, certainly not hotter than Aden. The site of the town is quite hilly, and it is very likely the heat is only great in the low places between the hills where the houses are sheltered from the breeze. On the hillsides facing the sea, and especially along the sea beach toward Elmina, there is abundant room for cool and comfortable dwellings through which the sea breeze would sweep finely.

The Gold Coast has this great advantage that it is only half the distance from England that India and Burmah are, and it is not complicated with any "Eastern question." There is no Russia to sweep down upon it from the north, and no narrow seas nor canals to pass through in order to get to it; the whole broad Atlantic extends from one country to the other, and no dispute with Continental nations can close so wide a path. The distance from Plymouth is about four thousand three hundred nautical miles, and an eighteen knot boat could cover the course in ten days. This nearness to the mother country, and wide, free path, are important factors in the future development of the country.

The scenery along the Gold Coast is quite different from that on the Liberian and Ivory Coasts; the shore-line is no longer low and densely wooded with palms and other forest trees, but high ridges rise gently from the water's edge and stretch back into the country; hills of variable form and outline; verdant fields with graceful undulations, and a variety and richness of color and form, charm the eye as the swiftly moving steamer unfolds the beauteous land-

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CATHOLIC CHURCH. FERNANDO PO.

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scape to the delighted voyager. The character of the native population also changes; there are no more circular huts with high-pointed roofs, but rectangular houses made of clay; no more bright-faced, manly, well-developed Kru-men, but tall, very slim, very dark colored men, with a grave cast of countenance. These are mechanics rather than agriculturalists, and readily learn every kind of handicraft. Most of them have been somewhat educated and can read and write in their own language and very often in English too. They are willing to work, but do not go from home so constantly and persistently as do the Kru-men, although single adventurers are found on nearly every steamer going to some other part of the Coast to try their fortune. Nearly all the coopers found in the factories, and many of the carpenters, masons and cooks are Cape men.

The face of the country after leaving the immediate sea-coast region consists of wave-like undulations for eighty to one hundred miles, after which there are low hills, and these gradually increase in height until the Kong mountains are reached at a distance of two hundred and fifty miles. The greater portion of this country is covered with thick forest, palms, bamboos, and other water-loving plants in the hollows, and hard-wood trees on the higher ground. Many valuable woods, such as ebony, mahogany and teak, abound, and all of this heavy growth can be made useful in one way or another. Much of this timber can be floated down to the sea, the heavier wood buoyed up by such light wood as bamboo and cotton-wood; or very light-draft, stern-wheeled steamers might bring it down. At some central points it may be well to establish saw-mills, and the portable kind might be used everywhere. Some of these trees bear valuable nuts and fruits, and these might be left to beautify the landscape and bring in an annual income to the owner. There are many kinds of edible nuts that would bring good

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prices in European markets as soon as they were once fairly introduced. This valuable timber supply, so near to home markets, should not be longer left untapped.

The soil near the sea-coast is mostly sand, with a few inches only of leaf-mold, and in some localities almost none at all; but in the forest region the deep rich humus will furnish food for valuable crops for generations. This heavy soil is capable of producing in abundance every product of the tropics; it has been lying untilled since the world began, every year adding to its fertility by leaf-mold and decaying tree-trunks, waiting until it should be needed to furnish food for man; the time has come when the accumulated riches should be used for the benefit of mankind. The world is rapidly increasing in population, and from many lands there goes forth yearly a constantly increasing stream of emigrants seeking homes and sustenance in lands beyond the sea; let them come to the Gold Coast and beneath their own orange and cocoanut trees enjoy the products of this fruitful soil. Sugar-cane, plantains and oil-palms will be especially adapted to the valleys; cotton, tobacco, coffee, bananas and all kinds of fruit, to the higher ridges. Some of the vegetables known in Europe will grow well here; these are tomatoes, peppers, eggplants, cucumbers, squashes, melons, onions, sweet corn, lima beans, sweet potatoes, mustard and several kinds of spinach; while in the cool season, with the aid of irrigation, dwarf beans, beets, cabbage, carrots, lettuce, peas and radishes can be grown in fair quantities at no greater cost than at home. It is not needful to go over the long list of fruits that are especially adapted to this climate, one, only, need be mentioned; the granadilla. This superb fruit belongs to the same variety of plants as the passion flower. The vine is ornamental, and the blossom a handsome flower six inches in diameter, with a delicate fragrance. The fruit is oblong, eighteen inches in length by eight in diameter, and with a

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smooth skin of a rich old gold color; the flesh is an inch and a half thick and the cavity of the fruit contains from a pint to a quart of soft, pulpy seeds and juice, of the most delightful fragrance, and delicious taste. The old Scotchman who is credited with saying that "doubtless God could have made a better berry than the strawberry, but doubtless God never did," simply exposed his ignorance, for had he come to Africa he would have tasted a fruit with more "bouquet" than a strawberry. If this delicious fruit could in some way be preserved, vast quantities of it could be sold in the markets of the North. These vines grow rapidly from slips, and continue in bearing for two or three years.

The sands in the river-beds throughout the hill region abound in gold, mostly in the form of small flakes and grains; these sands are washed to a trifling extent by the native tribes, who in this way obtain enough "dust" to purchase whatever they need. There are mines where large nuggets are obtained, and there is little doubt that in the mountains there are valuable deposits. The mines now known to the natives are only scratched on the surface; if they were properly tunneled and the veins carefully followed, the profit of working them would be enormous. Besides gold, iron is known to abound, and as iron and coal usually are found near together; so it is confidently believed that coal will yet be discovered.

The value of this mountain region as a place of residence for a large European population, can scarcely be over-estimated. Contrary to experience in northern countries, these mountains are covered with fertile soil, and as perpetual spring and summer reign, this soil can always be productive, and so the mountain region may support a large population. The negroes prefer the warmer plains; these lowlands then might be divided into large estates, worked by black labor; while the highlands and mountain districts would be specially adapted to a white peasant population.

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With the white race holding the sea-coast and the foreign trade, all the lines of interior communication, and a large population in the mountain districts, they would be complete masters of the country, and need fear no uprising of the blacks; indeed, this is not likely ever to take place, certainly not, if they are ruled with firmness and justice. The necessity of forbidding the importation and sale to the natives of guns, powder, and intoxicants, cannot be too strongly insisted upon. These are all destructive in their tendency, and opposed to the true interests and development of the country, which is wholly a constructive process. These forces belong to a barbaric age, and can have no place in that era of progress upon which the world has now entered.

The construction of a railway from Cape Coast to Coomasie would not be a very serious undertaking, and would be a great advantage to the country, although, to reap the full benefits of such an enterprise, it should extend to the mountains where the foreign population would naturally want to settle first. During the Ashanti war a road fifteen feet wide, raised in the middle and with a ditch on either side to carrry off the water, was made from Cape Coast to Coomasie in three months. This road was constructed by black labor under the direction of white army officers, and the difficulties encountered were no greater than are to be found in any tropic country. If such a road could be cut through the forest in three months, what is to hinder a narrow-guage railway being constructed over the same line in one year? There is absolutely no physical reason whatever; all it needs is the energy and determination that Sir Garnet Wolseley put into his military campaign. Why should not the English government determine at once to build a railway from Cape Coast to the Kong mountains, with a north and south branch from Coomasie through the hill country? In three years the

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RIVERSIDE TRADING HOUSES. OLD CALABAR

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entire work could be finished. Long before this time had expired, the English people seeing the determination of the government to open up the country, would form large commercial companies to operate sugar, cotton, tobacco and coffee estates, and to open gold and coal mines, and before five years had passed there would be such a scramble for land, and business opportunities, that the whole country would be completely changed. Every element of success is there; rich soil, abundant heat and moisture, and nearness to all the great markets of the world. Open up this land by constructing a system of railways (and four hundred and fifty miles of track are sufficient), maintain a wise and liberal, but strong government, and a tide of immigration will at once set in that will convert the land into a garden. "But to open up a new country like this will cost some precious lives." Certainly it will, and so does every great enterprise. It cost many precious lives to settle America; but the result was worth the cost. It costs thousands of lives every year to navigate the ocean; but that does not hinder ships from sailing. It costs lives to dig our canals; to run our railways; to mine our coal—but these works must be carried on; and so Africa must be developed, civilized, Christianized, and made to do her share in supporting and ministering to the wants of the human race, even if some drop by the way. This great continent has been given to us to conquer; we must go up and subdue it; let us go up with energy and determination, and the task will not be so great as we anticipate. The conquest of Africa may be made far easier than that of North America, for the world is immensely richer than it was four hundred years ago, and possesses vast agencies and powers that were then unknown. The knowledge and experience gained during the settlement of the two Americas, India, Australia, New Zealand and other countries, is

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available in the development of Africa, and the mistakes formerly made can all be avoided.

The important fact should not be over-looked that this is the last continent to conquer. All the rest of the world is now under control of some powerful government; only Africa remains to be appropriated, and the work of dividing hèr among the nations is nearly completed. Excepting the plains of Central Asia most of the valuable land is private property, and can only be had by purchase; but the broad, rich acres of Africa yet remain open to all who will accept them. How long will this be? How long before a farm in Africa will cost as much as one in America or India? This wonderful West Coast is nearer to the great European centres of population than California or Oregon, and her broad acres intrinsically worth more money—it will not be many years before they will actually be. Who will be enriched by this enormous rise in value, from virtually nothing, to fifty and a hundred dollars an acre? It will be those who at once take possession of the prize. Ten years ago in some of our Western States men took up wild land from the government; to-day these are valuable farms. So it will be in Africa, and that too, sooner than many suspect. The best investment for capital to-day is on the West Coast of Africa. Great aggregations of capital are now being formed to control the industries of the world. What can those do who are outside the great "trusts," or "combinations?" In what great enterprise can the rapidly accumulating wealth of the world be safely invested and yet bring in a fair return of profit? In the rich acres of Sierra Leone, Liberia and the Gold Coast; in railways, and mining operations. Such companies can make greater gains in Africa than in capitalizing the various industries of the United States. The profits of those companies that are first in the field will be enormous, for it will not be difficult for them to obtain liberal charters; and large sub-

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sidies in the shape of lands and exclusive privileges will be more easily granted now when their value is not so apparent.

The value of great companies to begin the development of the resources of new countries has already been recognized by some of the powers. At a recent sitting of the Superior Council of the Colonies in Paris M. Etienne "advocated the granting of charters to powerful commercial companies on the condition that these chartered companies to enter into an undertaking to establish plantations, cultivate the soil, construct roads and establish towns." These remarks were received with much applause. These great companies, employing largely native labor, will prepare the way for a large immigration of white settlers. How much suffering might have been spared the early settlers of our own great Republic, if the way had been prepared for them by large commercial industrial companies, such as are possible in these days? Let these open up the land, and make their profits; there will yet be abundant room for millions of Europe's surplus population. To show how wide an extent of territory there is to occupy; suppose a company was granted a strip of land one mile wide, extending from Cape Coast to Coomasie, a direct distance of one hundred and twenty-five miles; there could be two hundred such companies ranged side by side along the Gold Coast, and yet there would remain beyond them a territory equal in extent, before the Kong mountains were reached. These great companies, employing the native labor, could cut the forests and clear the land, and sell it to the immigrant all ready to work; thus saving the new-comer a great amount of hard labor, while the company would make a profit both on timber and on the land. Two fifty million dollar companies, if managed by American pluck and energy; one to build the railways, and one to clear the land, form coffee and sugar estates, and build

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mills and factories—could transform the Gold Coast in a few years into a civilized and fruitful land.

Two or three such companies have already been formed and are operating in different parts of Africa, although there are none on the Gold Coast; but the present companies confine their efforts entirely to commercial operations. This is quite necessary and right, but it is only a small portion of the work to be done; goods must be made before they can be sold; produce must be raised before it can be purchased; commerce must come last; production first. The first and most important matter is to open up the country, establish a stable and strong government, employ the idle labor, and after this will come commerce, manufactures, and the arts; let us not begin at the wrong end.

Too much emphasis cannot be laid upon the necessity for a strong, as well as a stable government. The Germans have succeeded here better than any other nation. The Africans are savages, and will respect and obey only the strong arm; sternness governed by unflinching justice, is what is needed. Any government that treats these people as intelligent men and women, will be a failure. The only ethics that can be comprehended is "This do and thou shalt live"; "the soul that sinneth it shall die." To be more lenient with them than this is to blunder. But a strong government does not mean one that builds one or two fortresses, and establishes as many more military posts at strategic points, and then leaves all the country between to take care of itself; this is the defect of the French Colonial policy. A strong government is one that GOVERNS. To do this a thorough police patrol is necessary; a patrol not alone of a few isolated settlements, but of the entire country. This however is only possible when lines of communication are opened, and so it is necessary to build these roads in advance of the settlement of the country by immigrants. The old-fashioned way of colonizing was for

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DUKE TOWN. OLD CALABAR

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single families to brave the dangers and hardships of the wilderness, and thus slowly and painfully overcome the almost insuperable difficulties of their lot; the new fashion is for governments or powerful companies to prepare the way, and when all is ready, to invite settlers to come to the feast. This is not only the sensible way, but it is in accordance with the spirit of the times.

To be sure these great companies expect to make money; and why not? Are they not entitled to pay for their services? Is it not better to pay fifty dollars an acre for land near a line of railway, in a well governed country; than five dollars an acre in a wilderness filled with savages? And then too, the stock of such companies can be held by multitudes who cannot themselves go to these new countries, and yet who would like to take some part in the industrial development of this grand continent. Let the industrial conquest of the country be planned with the same care and ample preparation that characterized the expedition of Sir Garnet Wolseley, and the results will astonish the world. Two new Indias; one north of the Gulf of Guinea, and the other south of it; may soon be formed, and both of them richer than the India of Asia. The civilized mind is as yet blind to the riches of this land. Accustomed for ages to look upon West Africa as a hunting ground for slaves, they have come in these days to think it is a Great Unknown Land for expeditions to travel through and come home and write books about it. The truth is it is the richest land under the sun, and will soon be the greatest place in the world to make money. Africa possesses a vast labor supply which at present is running almost entirely to waste; this should be gathered up and carefully set to work, not only for its own good, but for the welfare of other lands and nations. The whole world is fast becoming one great family in which all the members must do their part for the good of the rest. The black

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brother of this family has run wild long enough; he should now be set to work, educated, Christianized, and taught to do his part in ministering to the comfort and happiness of the race. An effort was once made to make him useful, by capturing him and bringing him to the white man's land; this was wholly wrong, and the result pernicious. The true way is for the white man to go to his land, and there set him to work in a way that will be for the good of both. To do this, strong common sense is necessary, all sentimentalism should be set aside, and the errors of the past avoided.

In the English occupation of America, the Indian was treated as a white man and a brother—a consideration a savage cannot understand—and from that day to this he has murdered the whites whenever he could get a chance, and between whiles the government supports him—a spectacle to the imbecility of sentimentalism. On the other hand, the cruelties practiced upon the native population by the Spanish conquerors are equally to be avoided. The island of Java, perhaps, offers the best example of what on a larger scale might be done, not only on the Gold Coast, but everywhere in West Africa.

When General Van den Bosch was made governor of Java in 1830, he found the Island was a heavy drain on the home treasury, and he at once set to work to see if he could not make it pay expenses. He found through the country districts a patriarchal form of government, and this he strengthened, making the headmen responsible to him and giving them power to enforce his commands upon their people; thus it was to their interests to remain on friendly terms with him. All the people were set to work to raising such crops as were marketable in Europe, and the Dutch government bought it all at a fair price. The work to be done was apportioned to each village according to the population, and if, after allowing for bad seasons and other

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unavoidable accidents, a village failed to do what was assigned to it, the headman was punished. In this way the people were kept busy and at the same time were well paid for their labors; the native rulers were kept loyal to the central government, and the Colony made a fair profit on the ever increasing shipment of produce.

A very efficient police system was maintained throughout the Island; by this, and by keeping people busy with honest industry, crime was greatly diminished. Every man, woman and child was registered, and each village chief made responsible for the conduct of his subjects. Thus an offence could be readily traced, and the chief, and if necessary the village, punished. This plan will just fit into the African mind, for all responsibility follows in the line of family and village, and not upon individuality as with us.

The success of this plan was so great that from being an expense to Holland, the Island now yields a net annual revenue of five millions of dollars. Crime has been so reduced that the sittings of the local courts do not average thirty days in a year. Formerly there was much poverty and suffering; now nearly every man, woman and child is well fed and clothed, and a beggar is a rare sight. The population has more than trebled, and promises the same rate of increase unless interrupted by some great calamity. Such is the result in a colony governed by good common sense—what a contrast to our own experience with a native population!

What has been done in Java, not only can, but ought to be done on the Gold Coast. The Anglo-Saxon has trifled long enough with the sentimental notion that a black savage should be allowed to do as he pleases. He should be set to work, and kept at it. Work was ordained of God to be the normal condition of man, and there is no good reason why the negro should not be subject to this law, and

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indeed to all the laws of God. Is he any better than the millions of the white race who toil for a living? Has his idling around in the forest done him, or the world, any good? This world is ordained of God to be possessed by the workers, and the negro's preservation as a race depends upon his being set to work. The Redman of our country is doomed, because he will not work. The exception proves the rule, for the few who have been Christianized and have settled down to a life of honest labor, will survive; at least for a while. The black race is too valuable a one to be lost, and the time has now come when it must be set to work as the Javanese were.

This does not mean slavery, but it does mean compulsion; no one need suppose a wild savage, or a tame one either, is going to work steadily every day unless he has to —but neither will men refrain from crime unless they feel they must. The plan of the Dutch Governor may be the best that can be devised; certainly it produced most desirable results in Java; or it may be somewhat modified to adapt it to varying conditions. If a large section of the country is taken up by a private company, the resident population might be placed under its control, subject to the oversight of the central government. If it were desirable to cultivate the country in large estates, the negroes might be gathered in one large, extended village near the central buildings, and work in the mill, or in the fields, as they might be directed, thus bringing them close to their work and making oversight an easier matter. Eight hours' work a day for their employers would leave time enough for themselves, and there would be nothing to prevent their having as happy and comfortable homes as any laboring people;—far better indeed than multitudes of toilers in our own home lands. This labor should be paid for in cash at a fair rate, the only compulsion being that labor should be performed. Only men should be compelled to work, al-

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HOPE FACTORY. OLD CALABAR

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though women should be encouraged to do so too, if they will, by the offer of as good wages as are given to men, and the lighter tasks should be reserved for them.

The lot of a people under these conditions would be far superior to what it is now among the wild tribes, or even what it is among our own Indians after centuries of an opposite course of treatment. Even in India, which in the main is well governed, the omission to compel men to work instead of idling away a good share of their time, has produced very unhappy results. Those who have traveled both in India and Java have seen that the contrast in the condition of the two countries is something enormous. In Java there is hardly an indication of poverty, and the public works are in excellent shape; while in India the reverse is the case. Want and degradation are visible everywhere, and the traveler has daily and hourly appeals for charity. By the plan we propose there need not be a pauper in the land; and there would not be. Idleness is a crime and should be treated as such; and no good government will allow crime to go unpunished. Not only the law of God, but the advancing civilization of the age, requires man to work. Hitherto the wild negro has roamed through the forest, or idled the golden hours away under the leafy shade, in open violation of this requirement; in the meanwhile the workers have appropriated one country after another, driving the native inhabitants to the wall unless they also become workers; and now Africa's time has come.

The worker must win. It is so in our own land; the idle and the inefficient, even when possessed of money, are soon left out of sight; it is the worker who gains the prize, and only the worker can hold it even when once obtained. Some propose Christianity, and would have us suppose it is a panacea for all ills; but they quite mistake the nature and scope of this wonderful power. It can produce its beneficient results only under favorable conditions; there

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must be good government, and steady industrious habits in order that religion should flourish. These conditions are within our power, and God never does for us what we can do for ourselves. Let us apply these conditions to Africa, and then the Gospel will win its way among her dark sons and daughters, and the Prince of Peace will indeed have risen upon the land with healing in His wings.

In Christian lands we come and go somewhat at will, and call it freedom ; but our very civilization COMPELS us to work. Our freedom of movement, everything we have, our very existence, demands that we shall labor. The time has come when this yoke, which we ourselves wear, must be laid upon the dusky sons of Africa. They are no better than we are ; let them be set to work. We are not better than they, that we should retain the rewards of the diligent all to ourselves. Let them partake of the blessings we enjoy, those blessings that flow from civilization and Christianity ; the channel through which these come to us, is patient, persevering industry. Our advanced civilization, that compels us to " pay ' for all we enjoy, lays upon us the necessity to labor, and so it will the African when his country has advanced to where ours is now ; in the meanwhile let the powers that rule over him set him to work and teach him to be first useful, and then self-reliant, nothing else will preserve his race from extinction ; nothing else will make the preaching of the Gospel effective to his salvation. Christianity makes no progress among the idle and the lazy. Christianity is an active, vital, moving power ; it impels its subject forward in the path of duty ; its motto is onward, upward ; it is a life, a growth, ever developing, even expanding ; but the idle and lazy do not heed its commands, and it soon dies out within them. This has ever been the experience of missionary workers ; keep your people employed ; give them plenty of hard work to do, and they are not likely to fall. Let the colonial

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governments there, and the great companies that may rule over the land, gather the people together and set them to work; not making their tasks too difficult; paying them fair wages; keeping intoxicants from them, and encouraging them to accept the Protestant religion; giving them the benefit of a common school education, and ruling them with a firm hand, and the result will be large profits to the companies, and the land will become a garden—the delightful home of millions of happy people.

This is no fancy day-dream, the result of a disordered imagination; it has been largely realized in Java; it can be fully realized in West Africa. Let the reader spend the greater part of fifteen years in this wondrous land, as the writer has done, and he will see this, and far more, to be among the possibilities. If the civilized world realized the boundless resources of this country, ships enough could not be spared from the world's commerce to carry the crowds who would wish to go there.

We left our friends sitting on the deck of the Kisanga enjoying their afternoon tea, and looking shoreward at the surf as it broke in from upon the rocks at the foot of the castle walls. They did not go ashore, for the steamer was going to remain but a short time. A small fleet of canoes soon came alongside, from one of which the steward purchased some pineapples. This lead to a discussion about this fruit. It is not a native of Africa, but was taken thither by the early settlers, and is now common along the coast, and in many places has penetrated some distance into the interior. It grows on a long stalk like a cabbage, and produces one fruit a year. Like the banana, a stalk bears fruit but once, and the plant is continued by a new shoot that comes up from the ground beside the parent stalk, and bears fruit the following year. When the fruit is ripe, it is best to cut away the old stalk and let the new one have all

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the strength of the roots. It will grow in thin sandy soil, but of course, does better in alluvial and other deep soils.

"I see," said Captain Thompson, addressing Mr. King, "that whole cargoes of pineapples are sent from the West Indies to the Atlantic seaports; do you think they could be sent from here to England?"

"I cannot say," replied Mr. King, whether they could be or not. The pineapple is easily bruised, and does not long save when once it is cut from the stalk; but it may be that a room fitted up with cold storage might preserve them. Of course, it would not do to freeze them, but only to cool the air so as to retard the ripening, and then it might be they could be safely landed in England. But if they could not be shipped, they could at least be preserved here and sent home in that state, and would then find a large and ready sale."

"Do you think the raising of pineapples might become a profitable industry?" inquired Mr. Alexander.

"I do not see why it should not," answered Mr. King, "for it is profitable in other countries, and is as easily raised as corn. Planted four feet apart each way, which would give abundant room for mule cultivation, there would be two thousand, seven hundred plants to an acre; at three cents each for the fruit it would amount to eighty-one dollars a year, besides the fibre. You know the negroes make their thread from the fibre of the leaves, and that it is even stronger than our own linen thread. The fibre would amount to several hundred pounds per acre, and should at least be as valuable as flax, perhaps more so. As a plantation will last several years, I have no doubt the fibre would pay all the expenses of cultivation, and leave the receipts from the fruit a profit."

The Captain inquired how the fibre could be extracted.

"The natives," continued Mr. King, "remove the pulp by scraping the leaves with a knife; the fibre is then

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CREEKTOWN. OLD CALABAR RIVER

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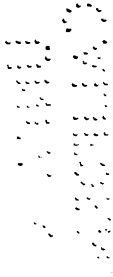

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laid in the sun to dry, and is twisted into thread and twine by rubbing it over the thigh. A machine could easily be made to macerate the leaf and wash away the pulp, and then dry the fibre in a hot room, or by running it over cylinders heated by steam. The fibre, as the negroes prepare it, is almost white, very soft and silky, and might be used with silk in the manufacture of many fabrics. As the staple is from two to three feet long, it has a great advantage in weaving, over cotton, which is only two or three inches in length."

"You spoke," said Mr. Alexander, "of preserving pineapples; are there any other fruits that could be preserved here and then sent to our home markets?"

"Yes," answered Mr. King, "mango jelly and sauce could be made in almost unlimited quantity, and would find a ready sale in every northern town. At the agricultural fair in Gaboon, to which I referred the other day, the Sisters of the Catholic mission exhibited jellies made from this fruit, as beautiful in appearance, and delicious in taste as anything I ever came across in the way of preserves. In addition to jelly, the mango, before it is fully ripe, makes a sauce that is superior to apple-sauce, and that keeps perfectly, for I have taken it from Gaboon to America, and found the journey did not injure it; but it is better to put it in glass than in tin. Guava jelly is another article that could be made in large quantities. The guava is like the lime, it will grow well, and bear abundantly in poor soil, so that wherever there is any light ground it could be profitably occupied by guava trees. Thousands of people could find employment in raising and preserving pineapples, mangos and guavas, and there would be an abundant market for all they could produce."

The conversation was interrupted by the dinner-bell, a call that was always welcome, and in a few minutes the

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table was surrounded by a double row of strong, healthy men, discussing the merits of hot pepper soup.

At eight P. M. when the watch was changed, the Captain put the ship at half-speed, and before bedtime the lights of Cape Coast were far astern. The distance to Accra is seven hours steaming at full-speed, but sailors prefer to start at such a time that half-speed will bring them a little short of their destination by dawn, and they can make port at full-speed by the light of the morning sun. During the night the Kisanga passed Anamaboe, Winnebah and Barracoe, and by the time our friends had taken their coffee, she anchored off Accra, the second most important settlement of the English on the Gold Coast. Looking ashore from the steamer's deck Accra was seen nestling comfortably in the lap of palm-clad hills. Along the edge of the bluff which forms the sea-shore was an irregular line of white-washed stone houses, with the governor's house far away to the left. The surf, as at Cape Coast, was heavy, and our friends did not care to go ashore. There were a few packages to send ashore, and some dispatches, and when this was accomplished the Kisanga resumed her course, having taken some fifty deck passengers who were going south to seek their fortune.

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RIVER SCENE. OLD CALABAR

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Chapter V

NIGER DELTA AND THE SOUDAN.

FROM Accra on the Gold Coast, to Bonny in the Niger delta, is two days steaming. There are many places of interest along the way, but it so happened that the Kisanga did not call at any of them. The first of these is the Volta river, six hours steaming beyond Accra. This stream, which is a mile and a half wide at its mouth, rises in the Kong mountains, and is in many respects such a river as our own Hudson. Near the sea the banks are lined with the usual fringe of mangroves common to all tropical rivers. Above the mangroves the country becomes more open, and the stately cotton trees, bamboos, and oil-palms diversify the landscape. Back from the river is an open country interspersed with hills, which gradually form ranges as they approach the Kong mountains. These hills are wooded with tall, open forests, making travelling pleasant and agreeable; the traveler being protected from the sun, while at the same time free from the annoyances of the jungle. This delightful land is wondrously diversified by open plains, wooded hills, and cool and shady dells through which flow streams of crystal water hastening away to join the Volta which forms an open pathway from the sea. Throughout this

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district there is a sufficient population to work coffee, sugar, cotton and tobacco estates, and the hills would make delightful homes for happy families from the dark and cheerless North. At the present time there is considerable game in the lower course of the river, crocodiles, hippopotami, divers, cranes, pelicans, storks, whydahs, ibis, paddy-birds, and many others. Any one fond of sporting could here find shooting to his heart's content.

The Volta separates the Gold Coast from what is known as the Slave Coast, of which Whydah is one of the principal ports. The French have seized the coast in the neighborhood of Whydah, and at the present time are at war with the king of Dehomy, but as yet have not obtained much advantage in the contest.

Beyond Whydah is the English settlement of Lagos, on an island of the same name in a large lagoon which connects by means of tide-water creeks with the Niger. Lagos is a large shipping port, and will compare favorably with other tropical cities; its wharves, piers, warehouses, and public buildings presenting a fine appearance from the water. The city is well drained, has good local police and a systematic government. Palm oil and kernels are the great staples of export, particularly the latter, it being nothing unusual for a single house to load a ship with kernels, and whenever the steamers cannot fill up with cargo, they know if they go to Lagos all their spare room will soon be taken for kernels. Back of Lagos is the country of Yoruba, which is represented as being healthy, and in every way a desirable land. The capital of Yoruba is called Abeokuta, a walled city with a population of fifty thousand. It is surprising that England has not extended her rule over this kingdom, for if it were formed into a British colony it might in a few years become a civilized land. Yoruba extends as far East as the Niger, beyond which is the kingdom of Nufi. On Sabbath morning the

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PALM OIL CHOP DINNER PARTY. OLD CALABAR

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Kisanga steamed through the break in the sandy key which marks the outlet of the Bonny river, and by 1 P. M. she anchored abreast of the English factories.

The Bonny river is one of the outlets of the Niger, there being five others, called Akassa, Brass, Benin, Opobo and New Calabar. This vast delta of the Niger is one great swamp composed of low islands, covered with a dense growth of mangrove and other water loving trees, and wide reaches of open water with deep crooked channels winding among the mud-banks. Like all similar tracts of alluvial land, the scenery is monotonous and dreary, but the gentlemen in the factories scarcely notice this, they are kept so busy buying palm oil and kernels.

Sunday being a "day off" when no steamer is in port to be loaded, the Kisanga had hardly anchored and swung to the tide, before boats pushed off from shore and the agents came to hear the news and have a friendly chat. In former years the trading was all done on "hulks". Old vessels that could be bought cheap were sailed out in the summer-time and on their arrival in Bonny were stripped of masts, sails and spars, and roofed over with a thatch made of palm leaves. These made cool, comfortable homes, and the traders felt secure from the attacks of natives, for in approaching the hulk they would be greatly exposed in their open canoes on the water. Twenty years ago trade was thus carried on in all the African rivers, but it has long since outgrown such narrow quarters and now the great commercial establishments are on shore, some of them so large as to cover several acres of ground.

The foreign settlement at Bonny is built on an island twenty miles in from the sea. Like all the land in this great delta it is not more than a foot or two above high water mark, but by covering it with a good coating of gravel has become sufficiently firm and solid for building purposes. Long piers have been run out to deep water so

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that surf-boats, and even small steamers can come alongside. These trading factories are busy places, and a large force of men are employed. Contrary to what might be supposed, the Niger delta, notwithstanding its low marshy soil, is not particularly unhealthy; at the same time it cannot be looked upon as a desirable place of residence.

At the present time trade is carried on in West Africa by wealthy firms in Liverpool, Glasgow, Bristol and Hamburg. The members of these firms seldom visit the Coast, and in some cases never do, but they send out "General Agents" to represent their interests, to each of whom a considerable territory is given as his field of operations. This general agent, upon carefully looking over the ground, establishes factories at favorable points and places them in charge of agents who are responsible to him, as he himself is to the firm. These factory agents usually have one or more white assistants under them, and a force of blacks of from twenty to one hundred men, according to the amount of work there is to be done. The general agent establishes a central depot where goods are received and produce shipped, and where all the accounts of the Agency are kept. Each agent makes out an "indent," or list of the goods he wants, and also of the "stores" or other supplies he needs. These indents, if they are approved by the general agent, are sent to the firm, who forward the goods to the central station, from which they are distributed to the factories by small steamers or sailing vessels. In like manner the produce is sent to the central depot, and each agent credited with what he sends. In cases of misunderstanding the agents cannot appeal to the firm, being entirely under the control of the general agent.

When an agent receives his goods they are carefully piled away in a store-house and a part of them unpacked and placed on exhibition in the shop. It is seldom, however, that many of the goods can be directly exchanged

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with the natives, that being entirely too straightforward to suit the negro mind. For some unaccountable reason the African will not bestir himself to collect the forest products except trade-goods be first brought to his town. When a large canoè laden with goods reaches a village, all is excitement over the auspicious event; guns are fired, drums beaten, and the inhabitants give themselves up to no end of rejoicing, especially if a barrel of rum be divided among them. Each chooses the articles he prefers, at least a portion of which is paid over to him at once. The next day there is a great time getting ready to go to the forest, and soon the village is quite deserted; by night they come home tired and cross, and thereafter enthusiasm dies out rapidly. In the meantime, the native trader who brought the goods must give out one article after another to keep the people in good humor, and the result is that he never gets all the produce that is his due, and must finally return to his master with an unfavorable report, of course roundly abusing the villagers for their knavery. There are very few communities where a cash business can be done, and this system of trust, with all its losses and evils, is necessary in order to get the produce at all. Under these discouraging circumstances it is a wonder that trade can be made to pay, and the fact that it does argues well for the energy of the traders and their care in all matters of detail.

What may yet be made of the African race under favorable circumstances, it is hard to say, but one thing is certain, and that is that savages will not labor steadily at any useful occupation except under some sort of compulsion. Unfortunately the educated and Christianized negro will not, as a rule, work either, and certainly not, if he can help it, at any kind of manual labor. There is no escaping the conclusion that these people must be brought into industrious ways before they are fitted to become citizens and to be benefitted by complete liberty.

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At Bonny the Kisanga began to unload her cargo in good earnest. A heavy spar was rigged to each mast in such a way that the upper end was directly over the hatchway. A steam "winch" turning an iron drum, wound around it a heavy chain which ran along the under side of the spar, over a wheel at its end, and so hung down the hatchway into the hold. The ship's Kru-boys were divided into two gangs, one of which worked the forward hatch, and the other the after hatch. These nimble fellows clambered over the piles of bales and boxes in the dark hold, selecting such as were marked for Bonny, and fastening them to the chain which drew them forth and deposited them on deck. The rattle of the steam winches and chains, the shout of the workmen, who always do best when making a noise, with all the bustle and excitement of working cargo, make an animated scene, and one that is highly entertaining to new-comers, but tiresome enough to old coasters, to whom such scenes are no novelty. The spars were rigged, and preparations made during the afternoon, but the hatches were not taken off until Monday morning.

After the agents had finished their chat they returned to shore, and our friends went with them, partly for a change, and partly to send home a cablegram announcing their safe arrival. The West African Submarine Cable Company have a line of cable running the entire length of the West African Coast, and connecting all the principal ports with each other and with Europe; the business is increasing every year, and land lines will doubtless soon be put up to important points. It may, perhaps, not be known to all readers of this volume that a telegram may be sent from any town in the United States to any of the large ports in Western Africa; the time occupied in transit is from three to four hours, and the cost from two to three dollars a word, with a discount of seventy-five per cent. on dispatches for the press.

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GOVERNOR'S RESIDENCE. KAMERUN. NEWEST AFRICA

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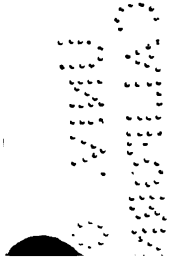

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Bright and early on Monday morning a small fleet of surf-boats and lighters gathered beneath the open gangways of the ship to receive the cargo for the factories, and the din and activity on deck gave promise of a busy and noisy day. After breakfast our friends gladly accepted the invitation of Mr. Stirley to spend the day at his factory, and it was not very long before they were seated in comfortable chairs on the veranda of the second-story of his house. Mr. Stirley is a thorough disciplinarian, systematic in all he does, and as may easily be guessed, a successful trader. His establishment is at the upper end of the settlement, near the corner of the island, and is advantageously located. Mr. Stirley has been many years on the Coast, and his health is excellent. He informed our friends that trade had about attained its fullest development along the present lines, and that it could scarcely be expected to increase much in value until the soil was cultivated in a systematic way.

"At present," said he, "it is just the same as it is down the Coast, where you gentlemen live, we purchase only the natural products of the forest, palm oil and kernels. All our supplies come from a strip of country not over one hundred miles wide, for the oil-palm does not grow in quantities farther in the interior. Within this hundred-mile strip it is fair to say that three-fourths of the area does not produce this palm, as there is either open water, or else the ground is occupied by mangroves and other trees; even where the oil-palm does grow there are no continuous forests of it, but trees singly and in groups are found growing in the jungle. Nor are all the nuts gathered that grow, for the improvident people allow a large percentage to go to waste. If our people were only industrious, working regularly every day under intelligent direction, and especially if they would cultivate the soil, we might load ten steamers where now we load one."

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"That is just the way it is in Ogowe," said Mr. Schiff, "I have lived there several years, and it seems a pity to see so much good labor go to waste, especially when the men themselves would be so much benefitted by a life of industry and thrift. Now look at those fellows there in that canoe; every one of them are slaves except the one in the middle, and he might as well be for he is the worst one in the lot. How much better for them if they worked for some intelligent white man at fair wages, and had each of them a little cottage and garden like our workingmen at home, and go to church decently dressed every Sunday? As they are now, they are idle, worthless vagabonds, no good to themselves nor any one else, and will always remain so, too, until they are set to work."

"Come now, Schiff, don't get excited," said Mr. Sinclair.

"Well, I can't help it," retorted Mr. Schiff, "it makes my bile run into my blood to see such a lot of lazy scalawags around when they have the finest land there is in the world, and if they would work they might make every foot of it produce like a garden."

"I think," said Mr. King, "that we will all agree with you in the main, and for my own part, I think the time will soon come when your wish will be largely realized."

Mr. Stirley changed the subject of the conversation by calling attention to the extended view to be enjoyed from where they sat. Far as the eye could reach it rested upon low islands covered with mangroves and bamboo jungle, sometimes separated by narrow creeks, and sometimes by wider reaches of water. "These islands," said he, "would make the best of rice fields, and those who come after us are destined to make greater fortunes here in raising this grain, than we now make from palm oil and kernels."

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"The delta of the Mekong in French Cochin China," said Mr. King, "is much like this of the Niger, and there many of the islands are enclosed by embankments and planted with rice, which makes them look as one passes by on the steamer, like fields of fine grass on the best of our meadows at home. There is no question but that it will grow here just as well as there."

"I have often thought," said Mr. Stirley, "that if one of these islands a little farther up the river where the ground is dryer, were carefully dyked, and Spanish onions set out at the beginning of the dry season, a tremendous crop might be raised, for one could have all the physical conditions quite under his control. A deep ditch could be dug just inside the embankment, and if necessary other ditches could be made at intervals across the field; then by means of a powerful pump the water could be pumped from these ditches until the ground was dry enough to work; afterward if it were necessary water could be let in through sluice-gates from the river, or pumped out at the pleasure of the owner. By this means the proper amount of moisture in the soil could always be maintained, and the yield could not help being very great. When we remember that these onions sell at home for as much as oranges, it is easy to see how great would be the profit in cultivating them under such favorable circumstances."

"On the Amazons," said Mr. King, "this is just the kind of ground where rubber trees are found; they delight in a deep, rich, swampy soil like this. As rubber is advancing in price yearly, and there are no extra supplies anywhere in the world to draw from, it seems to me it might pay a commercial company to plant a few thousand acres with rubber trees and cultivate them carefully. The land can now be had for next to nothing, which will not be long the case, for fertile soil like this will soon be

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wanted for rice, sugar, onions, and other crops, as has been suggested by Mr. Stirley."

After some further conversation breakfast was announced and our friends adjourned to the cool and pleasant dining room to do justice to Mr. Stirley's generous hospitality. Meal-time on shore does not correspond with similar times on shipboard. At five o'clock A. M. the watchman calls the cook and wakes up the boys. The master is soon around and coffee with a little toast is ready for him, after which the bell rings and by the first dawning light the men "turn to" and the work of the day begins. Very often at 8 A. M. a cup of coffee is brought to each white man wherever he may be, and affords a slight stimulus to the stomach without giving it any work to do. At eleven o'clock in the oil rivers the bell rings to "knock off" and the white men have breakfast. This is an excellent and substantial meal, with fresh fish, roast meats, curries and stews, besides vegetables and fruits. Usually there are one or two kinds of wine, besides ale and beer, and black coffee at the close. At 2 P. M. the bell rings to "turn to" and work begins again, but in the afternoon it always lacks the push and spirit observable in the morning. At 3 P. M. tea is brought to each white man, and usually to the Accra and Cape Coast men, and at six o'clock the bell rings to "knock off" and the work of the day is ended. Dinner, the great meal of the day, is now announced. This is served in regular courses, with entire change of dishes each time, and goes right through from soup to sweets like a dinner in London. The West African traders live well, having every sort of canned goods at their command, as well as the fresh products of the country. Onions and Irish potatoes are brought by every steamer, although both might be grown in the country. The native meats are not as good as they should be, but fresh fish can almost always be had, and usually

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NATIVE HOUSE. KAMERUN. GERMAN POSSESSIONS

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very cheaply. Vegetables are not abundant, although they ought to be, except at places like Gaboon where there are foreigners, and are both nourishing. and wholesome. Not enough attention is paid by the commercial class to the planting of trees; if a little more care were exercised in this matter it would be of great benefit to all white assistants. It would be well if the great commercial companies required each factory to plant a certain number of trees each year and care for all those previously planted; some of the most delightful fruits might thus be grown. One of the best of these is the mangosteen.

This prince of fruits grows in a bunch like a huge cluster of grapes, and is produced by one of the palms. Each fruit is the size of an apple, and of a purple color like an egg-plant. The husk or rind is half an inch thick and contains a dark aniline dye that might be made an article of commerce. On cutting this husk right across the centre, out comes a lump of white pulp the size of a peach which melts away in your mouth with a most delicious taste that cannot be described. More than all, this fruit is healthy and it should be grown in large quantities. It does not bear fruit all the year through like the banana, but has a season, like our own home fruits. By making plantations of them in the lowlands near the sea, and then again on the hills in the interior, the season might be greatly prolonged.

The Niger delta is under English protection, and should at once be formed into a regular colony, for the half-and-half way of governing it that answered well enough in the past, must now come to an end. Heretofore the settlements in "the rivers", as Mr. Stirley has already intimated, were simply devoted to buying the oil and kernels produced in the tide-water region—beyond this, no one cared a rap about either the country or its people. But now an era of change has set in; this fertile soil must yield up its treasures for the benefit of humanity, and the glorious

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region beyond the Coast Range will soon be needed for homes for the ever increasing millions of earth's children. It is time the Niger Delta had a good strong government given it; a government with expansive powers, that can reach out toward the vast interior, and bring it speedily under control. A beginning has already been made by the creation of the Royal Niger Company, a great commercial corporation to which has been given the sole right to trade on, and navigate the Niger. The headquarters of this company is on the Akassa branch, which opens more directly into the Niger than any of the other rivers. This company may be of great benefit in opening up communication along the river, but its vessels should be made common carriers so that others may enjoy the benefits of this communication, for the country cannot thrive if one company keeps all the lines of traffic to itself.

Great Britain being a commercial nation, had made the mistake of supposing that all a new country needs is a chance to trade, and then all its sources of wealth will develop themselves. It ought to be clear enough to the average mind that commerce is the last of the industries to flourish. People cannot exchange what they have not. In order to effect a trade, the articles to be traded in must first be produced. Africa, with a moderate population of lazy negroes, afforded some trade in forest products, it is true; but the limit has been reached in this direction, and now to make her profitable to the nations, she must have first, a strong, able government; second, railways, carriage roads, and river steamers; third, great industrial (not commercial) companies, to open up estates, and create a market for her agricultural products; fourth, immigration of industrious peoples, who will make homes and add in every way to the wealth that may now begin to flow through commercial channels.

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If the British Parliament should turn out a full-fledged Royal Niger Company every day in the year, they could only purchase what the present population produces. This population in its present wild, worthless, savage condition —made less productive every day by the rum traffic—is not going to produce any more than it does now, until a strong government takes affairs in hand and sets them to work. This enforced industry—the only salvation of the African race—can be best accomplished by large industrial companies acting under a wise and strong colonial government, and the sooner it is applied to the Niger delta, the better for all concerned.

The Niger may be considered the key to the Great Soudan, a section of country as great as the whole of Europe outside of Russia; more valuable than India; which may easily become the home of three hundred millions of white colonists, and which is to-day the most hopeful, and most valuable portion of this great continent. It is a grand prize, worthy the best efforts of the British government to obtain—worth more to her than India, Australia and Canada combined. It is so near home; and she has three separate paths to it, viz. Sierra Leone, Gold Coast and the Niger. This magnificent territory is not covered with a dense, impenetrable forest like some portions of the equatorial regions; nor is it burned up with drought like the plains of India too often are, but it is just the country for colonization; fertile, well-watered, with open plains, and park-like forests, level prairies and low ranges of hills, a warm climate all the year round, and, for a new country, a comparatively healthy one—there is not to-day a more delightful country on the face of the whole earth, nor a more promising one.

This splendid country was the theme of conversation in the evening when the little company of friends gathered on Mr. Stirley's veranda after dinner. Captain Thompson

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had joined them at five o'clock, and as they smoked Mr. Stirley's cigars and drank their coffee they talked of the changes that had taken place on the Coast during the past few years, and especially of the settlement of the Soudan which now seems so near.

"Yes," asserted Captain Thompson, "I believe it is a matter of only a few years when our steamers will be loaded with furniture and household necessities, and some of the great Atlantic-liners will be glad to turn to this trade, and will come out loaded with steerage passengers. I have come out to Bonny in my own little ship many a time in eighteen days, and such vessels as the Umbria and Etruria will have no trouble in landing their passengers here on the tenth day. River steamers can come at once alongside in these quiet waters, and in twelve hours the emigrants can be on their way up the river, and almost before they know it they will be out of the tide-water region."

"Unless some great war or plague interferes," observed Mr. King, "by the end of the next thirty years the population of Great Britain will increase some forty millions, and the population of Germany as much more; here are eighty millions of the choicest of the human race who will want homes and a chance to make a living; but where? Not in the United States surely, for that will have another eighty million of its own by that time. Not in our overcrowded India, nor even in Australia, for its own fast increasing population will soon want all the room it has to spare. Where then will this eighty millions find a home? Here in this Great Soudan, a country God has kept hid from men's minds until it was wanted, but now He seems to be saying 'haste and make ready for it will soon be needed.' To-day this grand country can be had for the taking; in thirty years every acre of it will be worth as many dollars, and all the improved portion a great deal

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A BIT OF THE KAMERUN BEACH. HIGH TIDE.

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more; there is no better investment to-day than these same broad and fertile acres."

"Here," added Mr. Alexander, "is the land for the Irish; bring them out here, keep whisky and ignorant priests away from them; let them build railways and other public works, and have their little homes, each with a pig in it, and by the time the country fills up we may hope they will be sufficiently civilized to settle down peaceably and make good citizens, and thus the Irish question will be settled forever."

"Right you are," exclaimed Mr. Schiff, quite warmed up with the pleasing prospect of the Irishmen building the railways, "all I ask is to live to be an old man so that I can come out here and see it."

"Well," added Mr. King, "you need not wait a great while to see that; I have little doubt it will be here to be seen before ten years have passed."

"A great many cattle are raised now on the wide pastures of the Soudan," said Mr. Stirley, addressing Mr. King, "and I should not be surprised if one of the first important industries of this country were cattle raising, just as has been the case in your country. The sea-coast region is in want of fresh meat, and these cattle will find a home market at good prices; there will be no killing of cattle for hides and tallow as has been the case in South America and Australia."

"Our own experience has been," replied Mr. King, "that cattle-raising in the way you speak of is only practicable when the country is new and land abundant; all large cattle companies are sooner or later forced to sell their lands to actual settlers, and so it will be here, but for a few years there will, no doubt, be fortunes made at it, as much by the rise in value of the land, as by the increase of cattle."

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"These cattle pastures that you are speaking of," added Mr. Alexander, "will make the best of cotton fields. Cotton, as we have already seen, is largely grown in India, and as the Soudan is in the same latitude, there is no reason why it should not grow as well here. What is to hinder England from placing a duty upon all cotton not grown in her own colonies; that would help India, Egypt and the Soudan? There is no reason that I can see why we should buy our cotton of America, when we can as well raise it ourselves. Then if we thought best, we could subsidize fast steamers to the Coast with the money received as duty on cotton, and thus build up the fruit trade which needs quick and regular transportation."

"Your scheme is a good one," answered Mr. Schiff, "and now tell me, where will all the lumber come from to build houses for these people when they move here; won't you have to bring it from Sweden and Finland?"

"No doubt," replied Mr. Stirley, "that much will need to be imported, especially at first, but I think local supplies can be found without very much difficulty. The entire slope of the Kong mountains and many of the adjacent foot-hills are covered with forest, and as this lumber would all have a local market, it ought to pay well to saw it up. Then the level lands south of the Kong mountains are mostly forest, and here is another supply. When the railway is built in from Cape Coast it can carry this lumber through the mountains into the Soudan by the back-door, as it were, as most of the freight will move toward the sea; the companies will be glad to carry this back freight very cheaply. But I do not think that wood will be the main building material; the numerous detached hills all through the Soudan will furnish the best of sandstone; and when a house is built of this material it will last for generations. As for the natives, they will prefer to build of bamboo and clay, just as they do now."

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"How far is the Niger navigable?" inquired Captain Thompson.

"As far as Brossa," replied Mr. Stirley; "then there are rapids that will need a railway built around them, beyond the rapids light draft steamers can go for many hundred miles. Settlements, of course, will follow the rivers at first, but it will not be long, for whenever a specially desirable locality is found, a railway will at once be built to it, and it will quickly be settled up."

"I think," said Mr. King, "that one of the first industries to be developed will be the raising of horses and mules. With the incoming of a large population and the settlement of the country, there will spring up a large demand for these animals for agricultural and other purposes."

"The horses they have now in the Soudan," replied Mr. Stirley, "are something like your American ponies, small and tough, and well suited to work. It will require a vast number of them to cultivate so large an extent of country, and as you suggest, the business of breeding them cannot fail to be profitable. It may be that some form of steam plow that is thoroughly practical will yet be discovered, and if it should be, then the immediate cultivation of the Soudan prairies can be proceeded with. The principal objection to these plows has hitherto been the weight, but with the cheapening of aluminum that objection can be overcome."

"I think," said Mr. King, "that it will not be many years before some sort of receiver, or storage battery will be invented that will hold a sufficient quantity of electricity to run a plow, and so our fields may be cultivated by this wonderful force. The dynamos could be run by windmills and the trouble and expense be no greater than the keep of a horse; especially might that be the case here near the sea where the breezes are so constant. In our own country

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a number of street-car lines are run by storage batteries, and it will not be long before carriages and bicycles are run in the same way."

"One of the profitable industries of the hill region of the Soudan," said Mr. Alexander, "will be the raising of tea. Vast quantities of tea are now produced in Ceylon and India, particularly in Assam, and it seems to me that the Kong country is exactly adapted to it. In Assam the plants are grown in nursery rows for one year, and are then set out five feet apart each way, which gives seventeen hundred plants to an acre. The third year the leaves are taken, and the bush continues in bearing condition for ten years. Four pounds of the green leaves make one pound of tea, and as the picking continues through the year, so the plantation is always bringing in an income. I should not be surprised if it would pay well to plant tea in connection with larger trees, such as oranges, cocoanut, breadfruit, pear, durian, mangosteen and lemon trees; while these slower growing trees are coming to maturity, the tea bushes will be paying a profit on the investment. Take the matter of the orange; the tree is a slow grower, and does not bear much until eight or ten years old. That is a long time to wait, but if the ground is well filled in with tea bushes, they can at least defray the cost of cultivation."

"One of the fruits that can be had in perfection in the Soudan," observed Mr. Stirley, "is the peach. Vast orchards of this fruit might be planted, and all that was not wanted for the local market could be dried and sent to Europe where it will be needed. I think too that apples might be grown on the higher elevations of the Kong mountains and they would find a ready market on the Coast. In the northern provinces of the Soudan a large business might be done in raising dates and olives; both grow well and yield abundantly and a market for these fruits will continue while the world lasts; indeed there is no

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TEMPORARY GOVERNMENT BUILDINGS—GERMAN POSSESSIONS.

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end to the products of this rich region, and here it is waiting to contribute its wealth for the benefit of mankind. It is the finest country under the sun, and will some day become a great empire and have a voice in the councils of the earth. Just look at its situation, right in the centre of this great continent, and so near Europe that many of its fruits and vegetables may be sent there! I tell you, gentlemen, it is worth more to the world to-day than half of Asia. Three cheers for the Soudan, the finest land on which the sun shines, and the future home of the Anglo Saxon!"

The little party gave three rousing cheers that made the Kru-boys and other native assistants come running to see what was the matter. Nor need we wonder at their enthusiasm, for although they know Africa far better than we do, yet even the most careless reader can see that it is a rich and desirable country, and with the natural increase of population it will soon be needed for homes by millions of people. Nor have they at all overrated the resources of the country, but rather the contrary, for there is perhaps no country in the world so well watered and fertile. The party broke up shortly after ten o'clock and Captain Thompson took his passengers back to the Kisanga where they had a drop of bitters and then "turned in".

One of the great advantages of the Soudan is that by the aid of irrigation during the dry season, two crops a year may be raised. It is also comparatively healthy, and when fully settled will at least be as favorable for the development of the Anglo Saxon as any country of Europe. There is no long, hard winter here to fight, but warm and pleasant weather all through the year. The productions include nearly the whole range of all that is grown in both the tropic and temperate zones; for the valleys are warm enough for the palms and bananas, and among the hills and on the higher plateaus wheat and other grains flourish.

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Of course there may be a few who will object to the rose-colored opinions of our friends, either through ignorance of the riches of the Soudan and its adaptability to maintain a large European population; or else through sheer inability to see a thing until after it occurs. There are multitudes who cannot see a thing until after it has happened, and who do not fully understand it even then. Such persons stand in the way of every enterprise and the world must get along in spite of them, rather than with their help. The changes foreshadowed in these pages are not relatively greater than the writer has seen with his own eyes on the West African coast during the last sixteen years.

A notable instance of how mistaken even good men may be in their estimate of the value of new countries, is furnished by Daniel Webster. Less than fifty years ago a bill was brought before the United States Senate to establish a mail route from Western Missouri to the mouth of the Columbia river. Senator Webster opposed the measure as a useless expense and spoke as follows: "What do we want with this vast worthless area—this region of savages and wild beasts, of deserts, of shifting sands and whirlwinds of dust, of cactus and prairie dogs? To what use could we ever hope to put these deserts, or these endless mountain chains, impenetrable and covered to their bases with eternal snow? What can we ever hope to do with the western coast—a coast three thousand miles long, rock-bound, cheerless and uninviting, and not a harbor on it? What use have we for such a country? Mr. President, I will never vote a cent from the public treasury to place the Pacific Coast one inch nearer to Boston than it now is."

If Mr. Webster were living to-day he might be whirled through this same region at fifty miles an hour in a Pullman Vestibule Sleeper, that for luxurious appointments surpasses any drawing-room he ever saw in his beloved

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Boston; and in less than fifty years many who are living to-day may ride through the length and breadth of the Soudan in equal or even greater luxury, past the homes of happy millions, and cities of wealth and refinement. The world has grown so much in wealth and power, that it will accomplish more in the next twenty-five years, than it has in the last century. The changes and improvements of our own North-West will be more than repeated in the Great Soudan. This wondrous land, as soon as it is fairly in the possession of England, will be the most hopeful for colonization of any now available.

The Kisanga continued on Tuesday to unload cargo, and at 5 P. M. of that day turned her prow seaward once more and continued her voyage to the eastward. Our friends were sorry to leave Mr. Stirley's kind hospitality, and they watched the factory buildings sink gradually beneath the waters with genuine regret. To Mr. King this was a symbol of the passing away of the present trade system in simple forest products, and the dawn of a new era of prosperity, built upon the solid foundation of industry and thrift.

In the evening the party gathered, as usual, under the awning to have a chat, and at the same time finish the remainder of Mr. Stirley's cigars, which they had taken the precaution to slip into their pockets. It may as well be mentioned just here that on the Coast, especially among friends, it is customary to steal pipes, tobacco, cigars, corkscrews and many other small articles, "just to remember him by, don't-cher-know," and our friends had simply availed themselves of this privilege.

"What Mr. Stirley said about Spanish onions," remarked Mr. Alexander, "has set me to thinking. Would it be possible for the Soudan to raise vegetabtes for Europe?"

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"I hardly think so," replied Mr. King, "although there are a few that might be grown and shipped; the onions you spoke of is one, and the Irish potatoes, sweet potatoes and yams could be sent well enough. There are other places in Africa where almost every kind of vegetable could be raised and sent without difficulty. Take Sierra Leone and Senegambia; what is to hinder tomatoes, egg-plants, melons and cucumbers from being sent to London as soon as those colonies shall have become of sufficient importance to put on fast steamers? Such steamers as now run to America could arrive in London six days after leaving Sierra Leone, and that is not too long a voyage for all the more substantial vegetables. Quantities of string beans peas, beets and radishes are now brought from Bermuda to New York, and it may be these could be taken, too; but about that I am not so sure. But there is another source of supply. The French are now surveying for a railway across the Sahara. This will pass through many fertile tracts, where, by the aid of irrigation, the very best of vegetables could be grown, and would be ready for market in January, February and March, when fresh vegetables are in such demand in the North. These crops could be shipped by rail to Algiers, thence by fast steamer to Marsailles, and by rail to France, Germany and Austria. The time would be the same as by steamer from Sierra Leone—six days, but they would reach a different market, and would always meet with a good demand. So, too, with all kinds of fruits, if they can be sold at a moderate price, so as to place them within the reach of every one, the demand for them will be practically unlimited."

"It seems to me," said Mr. Alexander, "that our people do not yet realize how near Africa is to them; we think of the tropics as very far away, because heretofore the tropics have meant to us India, Burmah and Siam, while in reality

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A BIT OF KAMERUM BEACH. LOW TIDE.

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this wonderful African coast is very near to us, and has been all the while."

"The City of Paris," added Captain Thompson, "can steam to Liverpool from where we are to-night in eight days. The freight rates from Africa are higher than they are from New York, and a moderate subsidy from the Government would enable ships of her class to run out here."

The next morning the peak of Fernando Po appeared on the horizon dead ahead, and gradually rose from the water as the morning progressed until by noon it seemed to fill the eastern sky. The Kisanga rounded the northern end of the island, and at 2 P. M. anchored in the bay of Clarence. The vegetation here is the richest and most exuberant imaginable; the whole island appeared as a mass of greenery and even the peak appeared wooded to the summit. Clarence is but a small place, yet it appears to good advantage from the anchorage, as it is built along the bluff that encircles the harbor. This island once belonged to Great Britian, and large quantities of coffee were exported, but in an evil hour it was transferred to Spain, and the coffee estates soon passed into neglect and decay. Nothing flourished under Spanish rule, which seems to poison every land it touches.

The entire island is densely wooded and there is much good timber that might be a source of wealth, as every foot of it could be sold at the coast ports near by, but it will not be cut, nor will any marked improvement take place as long as the island belongs to Spain. It is a convenient place for ships to call, and ought to furnish vegetables and other supplies, especially as the best yams on the whole coast are grown there, but nothing will be done unless England or Germany gets hold of it, and then it may be made one of ocean's gems.

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CHAPTER VI

OLD CALABAR.

THE Kisanga left Clarence harbor at ten o'clock on Wednesday evening, October the first, and steamed "slow" all night across the Gulf of Guinea to the mouth of the Old Calabar river, which was reached at dawn. The Old Calabar brings down an immense amount of silt which is deposited when the salt water is reached, and this has built up wide mud-flats extending far out to sea, so that the real bar of the river is almost out of sight of solid land. The perpendicular rise and fall of the tide here is but four feet, so that vessels of moderate draft can go in and out at any time, but ships drawing twenty feet must cross the bar at the top of high water. The channel is well buoyed, and there is no great difficulty in even a new captain finding his way.

Duketown is forty miles up from the mouth of the river, built on high ground which is separated from the mainland by a back creek. The anchorage is good, and ocean steamers can come within two hundred yards of the shore. It would be quite easy to build piers to the deep waters so that vessels like the Kisanga could come right alongside and discharge direct into warehouse, or into railway carriages. The engraving of the foreign settlement,

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TREASURER'S OFFICE—GERMAN POSSESSIONS.

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which is copied from a photograph taken from the end of the pier at Hope Factory, gives a good idea of the physical conditions of the river, and shows how easy it would be to put in the necessary piling and fill in the enclosed space from the adjoining hill—it is simply a question of the requisite number of cubic yards of earth.

The Kisanga came to her anchorage at 10 A. M. and a few minutes later handsome gigs were seen putting off from each of the factories, bringing their owners on board to get their mail and hear the news. Our friends were well known to most of these gentlemen and they were soon in receipt of many pressing invitations to come on shore. It was arranged that they should spend the day with Mr. Albert Gilles, representing the firm of Taylor, Laughlin & Co., sleep on the Kisanga, and then spend the next day with Mr. James Lyon at Hope Factory at the upper end of the foreign settlement. These preliminaries being arranged, Mr. Gilles took the four gentlemen in his handsome gig, leaving Captain Thompson to come toward evening in time for dinner. Mr. Gilles' factory is below where the Kisanga is anchored as seen in the picture, and is a large and comfortable place.

It was a busy scene that greeted the eyes of our four friends as they landed at the pier; coopers were hammering away upon great casks, making a deafening din; Kru-boys were drawing up smaller casks of oil from native canoes by means of an iron crane; others were heating the oil in immense cauldrons and pouring it into new casks; long lines of boys were carrying up sacks and baskets of kernels which were measured in "tubs" and then sewn up in new sacks preparatory to shipment; native traders were counting over piles of cloth, kegs of powder, heads of tobacco, cases of gin, iron pots, plates, dishes and other trade goods, and their slaves were taking them to the beach and putting them in the canoes; everything was done in a business-like

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way, and those who think business cannot be carried on as promptly and efficiently in the tropics as in northern climes, would do well to make a visit to Old Calabar.

The dwelling house stood near the river, separated from the water by a broad graveled walk, shaded by beautiful palms. As usual, the shop occupied the ground floor, and the living rooms were above. From the veranda was a fine view of the river, and of the swampy jungle on the island opposite.

After breakfast Mr. Gilles asked his guests to excuse him as he had so many things that claimed his attention, and they saw but little of him until dinner time. About three in the afternoon, when the sea breeze had come in cool and refreshing, our friends concluded to climb the hill and visit the Scotch Presbyterian Mission, and then take a stroll through the native town. Duketown has some ten or twelve thousand inhabitants and is a fair type of the towns, not only of the sea-coast region, but also of the Soudan.

The road to the Mission led up a steep face of the bluff and was quite fatiguing climbing, but the view from the top was wide and extensive, taking in most of the native town on the north, with the river in front and the jungle on the island opposite. On a clear day Mt. Albert of the Cameroons range may be seen in the southeast, but usually the air is too much filled with vapors. The grounds of the Mission are tastefully laid out, and the houses looked cool and comfortable. Our friends noticed here what may be seen at most any of the ports along the Western Coast, that the missionary establishments were not built in the midst of the native populations, nor upon the main lines of travel, but off to one side, as if the governing idea had been to get anywhere they would not be annoyed by any one. If a hunter were setting a trap for game he would put the trap near the paths where the game traveled; and those who

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HOME OF FOREIGN SETTLER BENITA RIVER.

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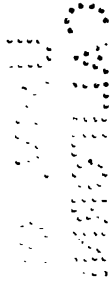

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would catch men, if they desire to be successful, should do the same thing. Here in Old Calabar the river is the only highway, and a church upon its bank would be convenient and always in sight; but perched upon the top of a hill, and in the yard of a private dwelling it may be very convenient for the missionary, but not likely to draw much of a congregation; and such our friends learned was the case. Mrs. Ross, a trading missionary, has done better. With the aid of the traders and the wealthier natives, she has built a large plain church in the midst of the native town, where a congregation of six hundred worship every Sabbath. This good woman, although very fleshy, was exceedingly active and energetic and a fine example of what European ladies may accomplish in this land. Many of the wealthier natives of Duketown live in large plank houses with galvanized iron roofs, that have been brought out from England at an expense of from three thousand to fifteen thousand dollars. These houses are nicely furnished, and are in every way as comfortable as our own better class of houses at home. Their owners live mostly after the native fashion, but when white visitors call, they can set a good table in the European way and with a goodly proportion of foreign food.

Old Calabar is famous throughout the whole length of the Coast for its palm-oil chop, which is here blacker, richer and more peppery than anywhere else. This excellent and healthy dish is everywhere a favorite with old Coasters, but new-comers partake of it somewhat gingerly, partly because of the peculiar flavor, and partly because it burns their throats. It is made of the pulp and oil of the fresh palm nut, stewed with various kinds of meats and fish, and a liberal amount of small chile peppers. Monkey meat and other game make the best chop, and the native cooks put in various ingredients unknown to the white man. At Batanga and some other points the flesh of the

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python is esteemed above all other, and is said by those who have eaten it to be very fat and nice. Whatever difference of opinion there may be in reference to these details, certain it is that a palm-oil chop is a royal dish fit for a king—better food doubtless than most kings get to eat. It is healthful, nutritious, and very agreeable to the palate. A large and profitable business might be built up by making the chop without the meat, putting it into pint glass cans, and exporting it. There is not a country in the world where it would not be largely used as soon as it was introduced, and it would almost surely become as universally popular as tobacco. It should be made from perfectly fresh nuts, and by putting it up without meat, it would save for years, and keep in any climate. When wanted for use it should be taken from the can, some water added, and any kind of meat or fish desired stewed in it until tender, when it would be ready to be served. It is to be hoped that this desirable food may be soon found in all the markets of the world.

A considerable portion of the Duketown population is engaged in fishing. This is carried on mostly by a kind of basket net, held in place by two poles stuck in the mud. The fish go into the basket for the bait, and then cannot get out again. Cast nets are also used. All the fish not needed for the local market are dried and taken up country, where they are esteemed a luxury. Vast quantities of dried codfish and halibut from Norway are imported and find a ready sale, but while they are popular, they are not so highly esteemed as the Calabar fish. It is a singular fact that large quantities of rice and biscuit are imported, as the native population prefer to expend part of the profits of the oil trade in this foreign food, rather than cultivate the ground themselves. The principal native food throughout this section is the yam, which grows to a large size and is easily cultivated. There are a number of varieties, but

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most of them have a dark brown skin, and are as white as snow when cooked. They are less nourishing than the plantain, and have a certain bitter twang not always agreeable to the foreigner. Manioc is a favorite because so easily grown, but it is rather a coarse food; however, it seems to suit the native digestion, and is about as nourishing as the potato.

Our friends made quite an extended tour through the native town, and when they returned to the factory at sunset, they were quite ready for dinner. They found a little company assembled; besides Captain Thompson there was Mr. James Lyon, Mr. Burn, Mr. Hartley, Mr. Holmes and Mr. Sleigh. Mr. Holmes possessed a great reputation for skill in mixing cocktails, and he was deep in the mysteries of compounding this drink when our friends came in; Mr. Schiff was quite enthusiastic at the prospect, and showed his appreciation of Mr. Holmes' efforts by taking three, and then declared himself ready for dinner.

The dining-room was so located that the sea breeze could not sweep through, so a punka was suspended over the table with a boy outside to pull the cord, and this created a most refreshing breeze. In very few lands is there as much good cheer, and as ready hospitality as there is in Africa; those who visit its shores may be assured of a hearty welcome, and will ever after carry with them delightful memories of its brilliant sunshine, exceeding beauty, and the large-heartedness of its adopted sons.

After dinner the party adjourned to the veranda when Mr. Gilles brought forth the best of cigars, and while they smoked these, and sipped their coffee, they talked of trade matters, and the affairs of the settlement.

Old Calabar has not yet been raised to the dignity of a colony, but is simply a trade settlement under the protection of England. It has recently become the residence of a British consul, who rules in affairs relating to trade with

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the assistance of a council composed of the leading traders. The natives are allowed to manage their own affairs so long as they in no way interfere with trade, nor the interests of the English residents. For a mere trading settlement this is the best arrangement that can be made; the natives understand it, and any difficulties that may arise are easily and speedily settled.

The traders of Old Calabar have adoped the very sensible idea of remaining near the sea, and allowing the native people to bring the produce to them; the consequence is that their business is prosperous, for they have no expense except those of the one factory, and they find they get as much or more than if they established branch factories up the river. The experience of the traders seems to be that the natives of any given section, if left to themselves, will only gather a certain amount of produce. Leave them to themselves and they will gather this amount and bring it to the trader; go after them and offer inducements either in price or otherwise, and they will gather LESS rather than more; therefore in those rivers, like the Ogowe, where trade has been followed up, the aggregate of shipments has declined, while in those rivers where trade has remained at the sea-coast settlements the amount of produce shipped is quite uniform. Consequently those traders who want the old state of affairs to continue are opposed to any change; they do not approve of steamship lines, they are opposed to cables, in fact they are opposed to progress in any direction, for progress means change, and change is what they do not want, for things are good enough for them as they are. These men are true conservatives, and such are the Old Calabar traders; they have a good thing, and they know it; they are making money and they do not wish anything to disturb the easy flow of affairs in the present channel, for a change might benefit others more than themselves. Unfortunately for these gentlemen the drift of the times is

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AVENUE OF PALMS. ELOBY. CORISCO BAY

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against them. Material progress is the ruling spirit throughout the earth, and Africa must come under its influence also—indeed it is already affected by it. It is preposterous to suppose that a vast continent shall continue to exist simply to support a little trade in forest products. The great family of mankind need it for far greater and nobler purposes. The rapidly increasing population of the earth must have it for homes, and where one man now makes a living from it by trade, a thousand must soon get a living from its rich soil, and the manufactures and other industries that will spring up where there is a large population. Some of the traders already see that this change is inevitable, and while they regret it, they yet watch its advent with keen interest so that they may adapt themselves to it, and reap as many advantages as possible from being first on the ground. Among these gentlemen is Mr. James Lyon, a canny little Scotsman, who has made a journey to the headquarters of the Old Calabar river and taken some photographs, one or two of which will appear in this volume.

The little company had not yet finished its first cigar before Mr. King declared it to be his opinion that a railway from Old Calabar to Lake Tchad would not only open up the most valuable portion of the Soudan, but could be made to pay almost from the very beginning. "In the first place," said he, "see how easy it would be to build such a road. Here we have in this river a harbor already formed; it will be a simple and easy matter to build terminal facilities; then the route up the river is an easy one and presents no engineering difficulties. Why," exclaimed he, growing enthusiastic, "the very continent was built to afford an easy route for this railway, for look, the Kong mountains end here in low foothills, and the Cameroons range begins sixty miles south of here, and runs in an easterly direction so as to keep out of the way! Talk about your open doors, what wider door do you want than this? Moreover, Lake

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Tchad drains a large area of country; put small steamers on it and they will navigate its streams and bring freight to the railway pier, where it can be brought down to this port and loaded direct into the steamers. I never saw such a fine chance for investment in my life."

"Who is going to produce all this freight you speak of?" inquired Mr. Burn. "Long before the railway is finished," replied Mr. King, "there will be large industrial companies at work cultivating the soil, cutting the forests, and mining the ores of this rich region; their supplies will make the up freight and the lumber, ores, rice, cotton, sugar, tobacco and coffee will make the down freight, to say nothing of oil, kernels, rubber and other forest produce. Cattle, hogs, sheep and other meats will soon be sent down in considerable quantities to supply the coast markets, and if coal should be found it would of itself supply a large tonnage."

"You speak of oil and kernels," interrupted Mr. Hartley, "but you know quite well that our supplies come from a narrow strip of country near the sea."

"That is true," replied Mr. King, "but the oil palm flourishes on the low lands near the lake, and there is nothing to hinder large plantations of it being set out in all sections adapted to it. Then there is the sage-palm that might be grown in any desired quantity; moreover, it is not necessary to bring all the freight from Lake Tchad, for a large portion will come from local points along the line. Such railways extend in all directions across India, and they are found to pay well in Java; why not here?"

"How long would such a line of railway be, do you suppose?" inquired Mr. Schiff.

"About six hundred miles," answered Mr. King, "which in America we would call a comparative short line. We have in our country single companies that control ten times that length of track, and if we should build a new

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road of no more than this length, it would be looked upon as a matter of only local interest. There are no serious engineering difficulties to be encountered as Mr. Lyon can tell you, for he has been over a part of the route."

"I see no physical reason," said Mr. Lyon, "why the line would not be of easy construction; there will be a little rock-cutting among the hills, but the stone will be needed for culverts and abutments for bridges, and a considerable portion of the way is through forests where cross-ties will be easily obtained. So far as I can see the road will be a comparatively easy one to build, and while it will in a measure break up the present course of our trade, yet it must create a large demand for many kinds of goods, which we, being in the trade, will be able to supply, and of course, to our profit. For my own part, I say let the railway come."

"Where will you get your labor?" inquired Mr. Holmes.

"The country will furnish a part of it," replied Mr. King, "and the rest can be imported. Coolies can always be had from Canton, and when their work on the railway is done, they will almost certainly be willing to settle down along the line of the road and become citizens of the new state. The same is true of the Italians; I have no doubt many thousands of them could be gotten without difficulty, and as they are accustomed to a warm country, they will make good colonists. I think there will be no trouble about the labor supply, for there are always plenty of people ready to go to a new country for the sake of the novelty of the thing."

"So you think," said Mr. Gilles, "that this line would pay?"

"I do most certainly think so," replied Mr. King, "I have studied the African problem carefully, and I pin my faith strongly on this very line of railway. Now look at

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it. It is under English protection, the most liberal government towards its colonies in the world. It has good and inexpensive terminal advantages. It runs through one of the richest countries in the world. There are no engineering difficulties, and it will not be difficult to get valuable land grants, such as were given our Pacific lines. These lands, by the way, will almost pay for the construction of the road. Then it will open up to settlement a most valuable section of the Soudan, and will tap the trade of Central Africa. If you will examine a reliable map you will find that the streams that drain the northern slope of the Cameroons range, flow into Lake Tchad; so too, the streams that drain the country west of the Nyanza lakes flow into Lake Tchad. Thus the Lake receives the tributaries of a large and valuable section of country, and the railway will be the means of communication with the sea."

"Do you think," inquired Mr. Alexander, "that this section of country is fitted for white colonists?"

"I most surely do," replied Mr. King. "Why should it not be? America throughout its entire length is peopled with our race. India is in the same latitude, and you know how many are living there. Java and Ceylon are nearer the equator, and they not only have a large population of Europeans, but they find the climate well suited to them. Then look on this piazza; if we can live here, why cannot they? We have each of us spent from ten to twenty years in this land, and as far as I can see we are none the worse for it. Certain it is that many of our friends who have remained at home have died, while we who have come to this new country are hale and hearty; I see no reason why this country, especially the hills and the higher plateaus, should not support a large Anglo-Saxon population."

"But how about the fever?" inquired Mr. Schiff.

"Judging from the way you enjoy Mr. Holmes' cocktails," replied Mr. King, "it don't seem to me the fever has

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RIVER SCENERY. BATANGA. GERMAN AFRICA

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hurt you much. But I must say I look upon the fever as a good thing, for if it was not for that we should live forever. A country that has no consumption, pneumonia, diphtheria, typhoid or scarlet fever, cancer and a few more things, needs something to thin out the population a little or else it would become necessary to shoot a man when you wanted a funeral. Does the fever affect the natives of this country? Is it any more severe than it is in Cuba, or even our own Gulf States when northerners go down there? Is it any worse than it is in Arkansas, or Central America, or Rio Janeiro? Yet hosts of our own people live there, and so may they here. I grant you that in every new country the death rate is higher than in older communities, and so it will doubtless be here; but that cannot be helped. Why when Illinois was first settled the malaria was so bad it was thought the state must remain a wilderness, and now it contains a city that in another century will have ten million of inhabitants and will be the greatest city on earth. I am forty years old now, and if I live to be an old man, I expect to see a city on Lake Tchad almost equal to what Chicago is to-day."

"Things will have to change very much if you do," exclaimed Mr. Hartley. "That is just what they will," asserted Mr. King. "The world has now entered upon an era of development, and the state of affairs in new countries like this will change very rapidly. If this railway were built with the same energy as our own Pacific roads (and the difficulties are no greater), it could be finished in from three to four years, and it would work a complete revolution in trade, and all affairs of the country. Colonists would come out here by the thousand, instead of going to Brazil as they are now doing, and large companies would soon convert the lowlands into rice, sugar and tobacco estates."

"How long would it take vessels of the City of Paris type to run out here?" inquired Mr. Alexander.

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"I am not quite sure," replied Captain Thompson, "whether the City of Paris could come up the river, but if she could, I think it would take nearly or quite nine days. If vessels of the size and power of the City of Paris were built with flat bottoms, they could then cross the bar, and might arrive here the ninth day."

"That is only half the time required for the voyage to Bombay," said Mr. Alexander, "and less than half the time to Calcutta, so that this colony would be only half as far from England as India is. Moreover it has the advantage of a broad highway hither, for there are no canals or narrow straits to pass through, but the whole width of the Atlantic ocean if necessary."

"In looking upon this country," said Mr. King, "as the future home of millions of our race, it should not be overlooked that the plantain everywhere flourishes, for it is destined to play an important part in all calculations as to food supplies. Humbolt estimated that an acre of plantains produced one hundred and thirty-three times as much nourishment as an acre of wheat. Thus a family need not plant more than an acre with this vegetable to have all the food it needs for a year, and some to sell besides. An acre of ground in plantains, and another acre in fruit trees, such as breadfruit, oranges, limes, pears, mangosteens and guavas, with a good sized vegetable garden, would make a living for a peasant family, and they could enjoy one of the finest climates on earth, and have as happy a home as it falls to the lot of man to enjoy. If we allowed to each family six acres, including roads and dooryards, it would admit of one hundred families to the square mile, or say, five hundred persons. This is a dense population, and yet this rich soil and warm sun will easily support that number."

"How many plantains do you calculate can be produced on an acre?" asked Mr. Alexander.

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"If they were planted eight feet apart each way," replied Mr. King, "there would be six hundred and eighty plants to the acre, and these would average rather more than one bunch a year, so that a family would have more than they could eat. But in reckoning on the produce of an acre of plantains we must not forget the value of the fibre; this, when carefully extracted by the proper machinery, is worth more than the fruit. The sale of the stalks for fibre would bring in a nice income which would help support the family, or it might, if necessary, be devoted to purchasing potash and nitrates to be used in keeping up or increasing the fertility of the land."

"I have heard of this fibre before," said Mr. Gilles, "and I do not doubt it will yet bring more money to the country than palm oil does now. It not only makes good paper stock, but the best of it is made into ropes and is used in many ways that I do not fully understand."

"The value of the plantain," added Mr. Lyon, "is not fully appreciated by any of us; I do not doubt that it will become the most valuable of all food plants to man."

"I do not see," remarked Mr. Alexander, "why as fine a quality of tobacco may not be raised in the Soudan, as is now grown in Cuba; both countries are in the same latitude, and the soil is as rich and all the conditions appear to be favorable."

"It can be grown just as well without a doubt," responded Mr. King. "On the coast, a few miles north of Batanga, a German has been raising tobacco for several years. It is of sufficiently fine quality to bring a dollar a pound in the Hamburg market. As something like four hundred pounds can be grown to the acre, it is easy to see that the crop is a most valuable one. But there is no need of exporting it in the leaf, for it can as well be made into cigars here, and a large market would be available right on

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the Coast. A considerable portion of the Cuban crop is made up on the island, and so it might just as well be here."

"The natives of the Ogowe," said Mr. Schiff, "raise considerable tobacco, which they cure and make into long braids. We often buy it for smoking. It has a peculiar flavor, quite different from the American article. I have sent some of it to my friends in Germany, and they say they like it very much. I do not know much about farming, but I know enough to feel sure that tobacco of fine quality could be grown in any quantity desired. For my part I should like to see these niggers set to work in the tobacco and cane fields, where they belong; they have run wild long enough."

This remark brought on an animated discussion of the labor question, and it was fully agreed that the best good of the country, and the only hope of the African race, lay in some sort of compulsory labor, for if left to themselves, they will surely be destroyed by rum, venereal diseases and other causes. There is not a coast port, nor any considerable trading village where this process is not now going on. The native population in many coast ports is only kept up, as it is in Paris, by continued accessions from the Provinces. The American Indians, the Sandwich Islanders, and many other nations, show plainly what will happen when a savage race is brought into contact with civilization. The instincts of a savage lead him to indulge in the evil which civilization offers, and to refuse the good. Nor is it sufficient to say "give them the Gospel." The Sandwich Islanders had the Gospel, as will never be true of the negro, and yet they are rapidly dying out. On the other hand the negro increased when set to work in America, even under the iniquitous system of slavery. It is perfectly certain that in daily toil is the corrective to the evils which civilization presents to the savage; not slavery, but enforced industry, paid for at its

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HOME OF FOREIGN IMMIGRANT. NEWEST AFRICA

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full market value. In such a community the Gospel will be welcomed, and will be effective upon men's minds. Such gross evils as intoxication and licentiousness must be controlled by law, and then in time the Negro race, like the Anglo-Saxon, will be able to stand alone. The Negro race is now able to stand alone in the Southern States of America. It is not a bright and shining example we admit; but it exists and INCREASES; indeed, it is now increasing faster than the whites. If the Indians had been set to work and kept sober, the same would now be true of them, but every one knows they are destined soon to pass from the earth. Let the nations of the earth take warning, and before it is too late, enact such measures as will lead to preserve the African race, and at the same time make it valuable in developing the beautiful and fertile continent that God has given them. It will be a thousand pities if affairs are allowed to drift along carelessly until it is too late to save this valuable race from destruction. Congresses of various kinds, passing resolutions, and then going home about their business, a species of moral amusement which the National Governments are indulging in, will never do any good. What effect will a "Congress" in Brussels or Berlin have on the distant African trader? It will probably make him laugh. The only way to govern Africa is to set up on African soil a good, wise, stable government, with one of the first-class nations at its back. Let regular British, American or German colonies be formed, and let the colonial government be administered for the good of Africa, and not of the mother country. The curse of most colonial governments in the tropics has been that these colonies were managed to bring profit only to the mother country, and not simply to benefit the colonies themselves. The salvation of such colonies as Canada, Australia, New Zealand and the Cape, has been that a large immigration from the mother country has com-

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pelled the administration of colonial affairs for the benefit of the colonies. Give Africa a fair chance, especially the Soudan, and it will not be long before immigration will flow thither, and a vast Anglo-Saxon nation will eventually be formed that will rival in power and influence the United States of America.

The party broke up at eleven o'clock, and Captain Thompson took his passengers to the Kisanga. It was a lovely night. The stars were shining brightly and the palm fronds rustled gently in the evening breeze, while the native town appeared in the moonlight like a broad succession of roofs, from under which flashed here and there the light from lamps and torches, showing that the people were not yet asleep. As the boat came alongside the steamer they found the quartermaster on watch was at the foot of the ladder to welcome them, and it was not long before each one was in his room, and "turned in" for the night."

By sunrise the next morning Mr. Lyon's boat was alongside, and after a cup of black coffee, and a bit of toast and jam, the four passengers got in and were rowed rapidly up the river. East India bamboos have been planted upon hillsides, and these great fronds, heavy with dew, drooped toward the river like great ostrich plumes nodding a gracious welcome to our friends as they passed. Mr. Lyon met them at the top of the stairway that leads up at the end of the pier, and at once showed them over his well arranged establishment.

Mr. Lyon's place is the farthest up the river of any of the factories. It is half way round the bend, so that an excellent view may be had of the river, the shipping, the foreign settlement, and in the far distance the native town and the Scotch Mission on the top of the hill. There is a large town on the hillside behind the factory, but it is quite hidden from sight by the dense foliage.

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Two piers have been built out into the river, one of which is covered its entire length, and the other is open. There is a heavy crane at the end of each to raise and lower cargo from the boats and canoes. The covered pier is a busy place, for here the oil is raised from the canoes of the native traders, sampled, emptied into great cauldrons, where it is heated by steam, run into new casks, and prepared for shipment. A railway track runs from the end of the pier to the warehouses in the yard, and heavy beams inside the rails are arranged for rolling the great casks of oil upon, so that they are removed without any trouble. The platform cars on the railway are used to bring sacks of kernels or billets of ebony to the end of the pier, where they are lowered into boats for shipment, and for transporting salt and other merchandise to the various storehouses. When kernels are brought they are measured in tubs and thrown into a bin, where an endless belt with tin buckets affixed to it carries the kernels to a higher bin, from which they descend through a chute to where arrangements are made for bagging them; they are then thrown upon the platform car and rolled away to the storehouses to await shipment. The power to run this belt, and also the steam to boil the oil is furnished by an upright, stationary boiler and engine. This engine also saws wood, pumps water, turns a grindstone and makes itself generally useful. When oil or kernels are purchased on the pier, the seller receives a due-bill for the amount of the purchase, which he can at once present in the shop and receive the goods therefor; or, he can keep it until such time as suits his convenience to take his pay. Usually he does not care to take any goods until he is ready for a journey up river; then he calls with his canoes, loads in rum, tobacco, cloth, iron pots, dishes, soap, salt and other articles, and goes up to the up-river markets, where he buys oil from the bushmen and brings it down to sell again.

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Besides this wholesale business, there is also a retail trade, in which the medium of exchange is small brass rods. These rods are the least profitable of all the goods imported, and the trader is glad to get them back again in exchange for fine cloths, caps, umbrellas, shirts, bonnets, shoes, fancy liquors, perfumery, hair oil, rice, codfish, butter, tinned meat and many other articles. In the wholesale trade a certain proportion of each due-bill is paid in brass rods, and those rods then serve as the spending money for the native trader's family. Whenever anything is wanted from the store, the women go out shopping with a lot of those rods in their hands, much as an American woman carries her purse.

Near the shop door were seventeen hogsheads of American leaf tobacco resting in a row under a shed. Mr. Lyon informed his visitors that he would probably dispose of that amount in a month. It seemed a pity that all this tobacco should be imported when every pound of it might be so easily raised in the country. Indeed a large share of the cargo imported might even now be produced in the colony, as for instance cloth from native cotton, iron pots from the iron found in the hills, dishes, soap, salt, rice, meat, etc. These and many other articles might just as well be produced at home.

One hundred years ago Australia had fewer industries than Africa has even now; to-day Australia is a great nation. One hundred years ago, steam as a motive power was unknown; the same is true of electricity; what Australia and America required one hundred years to accomplish will occur in Africa within the next quarter of a century. There are men now living who will see as large and valuable manufactories in the Soudan as are to-day to be found in Manchester and Sheffield; while the advance in real estate after a few years will exceed anything ever known in the Western States of America. India has to-day

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ROAD-MAKING. NEWEST AFRICA

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ten thousand miles of railway; build half that length of track through the Soudan, connecting with the sea at Old Calabar, Cape Coast and Sierra Leone, and in a few years emigration to America will entirely cease, being attracted by the greater inducements presented by Africa.

Mr. Lyon's establishment is a model of neatness and order; everything had a place, and everything was in its place. Not a loud word was spoken, but everything moved along the even tenor of its way and every face bore a contented and happy expression. The master's care for his men was seen in the clean and pleasant quarters provided for them.

In the back yard was a fine poultry house and goat house, and tanks of water in which ducks could enjoy themselves. There were several coffee trees too of the Liberian variety, loaded with berries of a bright red color, looking for all the world like overgrown cranberries. After breakfast they had coffee from these same trees, which they found to be most excellent, far superior to what usually is offered for sale in shops at home.

At breakfast Mr. Lyon proposed a row up to Creektown, and at 2 P. M. they started in the gig with six stalwart Kru-boys at the oars. The boat spun along at a good rate and the ride was most enjoyable. The distance is six or eight miles, and the time a little over an hour. The mangroves continue all the way, but they are interspersed with palms, bamboos, pandanus and other plants, thus relieving the monotony. All these lowlands would make the best of rice fields, and in the hands of some large company with capital to build the needed embankments, would be exceedingly profitable. These lands may now be had for almost nothing, and the rice would find a ready sale on the spot to consumers. Sugar-cane would also thrive with great luxuriance. Creektown, notwithstanding its name, is upon the mainland and is a town of several thousand people. There

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is here a branch of the Scotch Mission under Mr. Goldie, that has done good work, having avoided the dissensions noticed at Duketown. A large church has been built entirely by subscriptions from the natives and traders. Mr. Goldie has lived at Creektown over thirty years.

After a short call at his house, and a stroll about the town, our friends embarked and were home again before sundown.

Captain Thompson and Mr. Gilles came up to dinner and a very pleasant evening was spent together. The next morning at early dawn the Kisanga hove anchor and steamed rapidly down the river.

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Chapter VII

KAMERUN, BATANGA, ELOBY.

JUST as the Kisanga was about to leave Old Calabar a native canoe came alongside with some Kola nuts for sale. Our friends were already on deck sipping their coffee, and the sight of the Kola nuts led to a conversation respecting their merits. These nuts —perhaps it would be more proper to call them beans— are the product of a very large tree growing in the deep forest. They are a little larger than a Brazil nut, of a deep pink color, contain no oil, and are enclosed in a thick pod four or five inches in length. They are moderately bitter, and taste slightly like belladonna. Chewing them causes the gums and tongue to assume a peculiar redness which is disagreeable to see. These nuts have the power of producing sleeplessness, and of preventing bodily fatigue. Three or four of these nuts a day will enable a man to endure severe exertion, without food, and without experiencing any evil after effects; and this may be continued for several days in succession. Two or three of these beans eaten in the afternoon will enable the student to work all night, and not feel any evil effect at the time, or afterward. They do not stupify the senses like opium, nor do they exhilerate like alcohol; they produce no sensible effect of

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which the eater is conscious; all he knows is that he does not get tired, but can keep right on at his work as if he were freed from the limitations and necessities of this earthly existence. These beans have been taken in limited quantities to England and a kind of chocolate made from them which is said to produce very much the same effect that has just been described. A large English firm recently sent circulars to all the coast ports offering to take at a good price all the beans that might be shipped; but a difficulty was experienced in getting the beans to England in good condition. The best plan would be to manufacture them into chocolate, or any other desired form, upon the Coast, and this manufacture might be carried on at several different ports. There is no doubt that this might form a valuable ingredient in medicine that would have a wide sale as soon as its wonderful properties were known.

At 3 P. M. the Kisanga arrived at Victoria at the foot of Mt. Albert of the Cameroons range. This mountain rises from the sea to a height of 13,800 feet and its bold form stands outlined against the sky. It is clothed with a dense forest growth, and as the afternoon sun shines upon it, it presents a striking and beautiful appearance. Sixteen years ago a Mr. Thompson attempted to establish a sanitarium far up the side of this mountain, but his means were not sufficient to enable him to carry the project to completion. No finer location for a sanitarium could be desired. The Bay of Victoria is one of the finest harbors to be found on the Coast, and the situation is about midway between the north and the south, so as to be easily accessible from either direction. A narrow gauge railway up the mountain side would not be very expensive, and would give the invalid or pleasure seeker an opportunity to choose any climate that suited him best. It would almost seem as if this mountain had been placed here for this express purpose.

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IDEAL AFRICAN HOME. NEWEST AFRICA

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The Bay is full of beautiful islands which rise rather abruptly from the water, and are covered with a solid mass of vegetation of the most brilliant green, making them appear like gigantic emeralds set upon the bosom of the sea. Victoria is exceedingly rich in tropical vegetation. The heavy forests on the mountain side will be the source of large revenue, as all lumber will meet with a ready market. If a railway were built upon the mountain side as suggested, it would do a large business in bringing this lumber down to the port of Victoria, and as the upper slopes of the mountain would be well fitted for European colonists, it would soon have all the traffic it could well attend to. These upper slopes would be excellent for coffee, tea, oranges, figs, and many other fruits, as well as vegetable gardens and truck farms.

The Cameroons range extends in a northeasterly direction and forms the watershed which divides the streams that flow into Lake Tchad from the tributaries of the Congo. These mountains lie within the German territory which extends from the Rio del Ray on the north, to the Campo river on the south. This region, owing to its dense forests, may not be developed so rapidly as the Soudan, but it is rich and valuable, and the patient, industrious Germans will yet make it a very garden of fertility and beauty.

As Kamerun was not very far away, and the river must be entered by daylight, Captain Thompson determined to remain at anchor until midnight and with the change of the watch steam "slow," which would bring him to the river by dawn. This gave our friends a quiet evening in one of the most beautiful harbors of the world; an evening they fully enjoyed. Sitting upon the deck in the very shadow of the mountains, the conversation naturally turned upon the attractions of Mt. Albert and the other peaks of the Cameroons range.

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"I have been thinking," said Mr. Alexander, "of the vast water-power afforded by the tropic rains falling upon these mountains. Why there is power enough here to run all the mills in Manchester and plenty to spare. The amount of power that might be utilized from these streams that come down from the heights to the sea, is something enormous."

"Yes," responded Mr. King, "the largest quartz mill in the world is that of the Treadwell mine in Alaska. The motive power is supplied by one seven-foot turbine wheel, which runs two hundred and fifty stamps, ninety-six concentrators, twelve ore crushers, etc., exerting a power equal to five hundred horses. The wheel operates under a pressure of four hundred feet, making two hundred and thirty-five revolutions and using six hundred and thirty cubic feet of water per minute. The nozzle is three and one third inches in diameter. With a four-inch nozzle this wheel will work up to seven hundred and thirty horse power. Now think of what might be possible in such a range of mountains with a frequent and heavy rainfall. In addition to the factories Mr. Alexander has suggested, what is to hinder some of these streams running heavy dynamos and thus generating sufficient power to run the trains on the railway? For my part, I can see no good reason why this should not be done."

"And not these mountains alone," added Mr. Sinclair, "but think of what might be done in the Kong mountains as well. Why our generation does not half realize what is possible to it."

"I would not wonder," declared Captain Thompson, "if in the next ten years saw-mills were established in these forests, and who knows but we might get considerable local freight to neighboring ports as we pass to and fro?"

"It could scarcely be done without the railway," responded Mr. King, "and I think a company might now

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be formed in London to build it, for it would be certain to be a good investment."

"This mountain," said Mr. Alexander, "is a volcano, and as grapes always do well in volcanic soil, I should not be surprised if the vine would flourish on the upper slopes of the mountain. If it would, the grapes could all be sold fresh as table grapes, either to the fashionable hotels on the mountain, or else at the various coast ports near by."

The conversation continued until a late hour, for the presence of lofty mountains is inspiring, and the possibilities of such mountains as those of the Cameroons range, with a tropic sun, rich soil, and copious rainfall, is indeed, very great; and when such mountains rise directly from the sea, with a slendid harbor at their base, it is a combination of fortunate circumstances over which any one might well grow enthusiastic. The advantages offered by the Cameroons range are far greater than those of Kandy, the fashionable mountain resort of Ceylon.

At sunrise next morning the Kisanga entered the Kamerun river, and at nine o'clock came to anchor near the landing of the Basle Mission. The Kamerun river is not a long one, but it is wide in the tide-water region. Like the Niger it has a large delta and inside navigation to the foot of Mt. Albert on the north, and almost to Malemba on the south. This large delta, like that of Old Calabar, will be extremly valuable in the near future for rice and cane fields. The soil is inexhaustible, and as it can be flooded at any time, new layers of fertility can be added yearly, as is true of the lands bordering the Nile.

The Kamerun river drains the southern slope of the Cameroons range, and is composed of five branches which unite to form this important river; each of these tributaries is navigable for the canoes and flat-bottomed boats to the very foot of the mountains; thus the oil and kernels of

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a considerable region are brought down to Kamerun, which makes that town a valuable trade centre.

Kamerun is on the south side of the river, twenty miles from the sea, on the first solid land above the mangroves. It is separated from the mainland by a narrow creek navigable for canoes. On the opposite side of the river, as at Duketown, is a low island covered with mangroves. The site of the town consists of a clay cliff rising some thirty or forty feet from the water, and sloping very gradually back to the creek that separates it from the mainland, which is some three miles away. The government buildings, mission and native town is built on this level plateau, but the factories belonging to the traders are built under the hill along the river's edge, for convenience in receiving cargo and produce, for the river is the highway of commerce and travel.

The appearance of the town and surrounding country is pleasing, palms predominating except upon the low island opposite the town. The oil palms are here finer and more luxuriant than at any other town on the Coast, although some settlements on the rivers in the interior are equal to Kamerun in this respect. There are a number of good buildings at Kamerun, and these have such a fine setting in the midst of abundant tropical foliage, that the effect is attractive and pleasing.

Kamerun is the seat of the German power in Western Africa, and although it is but six years since they took possession of it, yet they have exhibited so much energy that an improvement has already taken place, not only in Kamerun, but also throughout the colony. This territory is destined to become a very valuable one to the mother country. The magnificent mountain range which stretches to the interior will furnish homes for several millions of sturdy German peasants; while the lowlands will make valuable estates to be worked by native labor under German

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COUNTRY GENTLEMAN. MOONDAH RIVER. OLD AFRICA

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superintendence. Experience at Kamerun has shown that German families can live in the lowlands, but the best plan will be for German colonists to settle first on the higher mountain slopes where the climate is more like that of the temperate zone, and then the children born in this temperate African climate will be able to move farther down in a warmer latitude, and their children in a generation or two will be able to live in the lowlands quite as well as the natives, who are a healthy people, as healthy as those found in any country in the north of Europe.

It is a mistake to suppose that a negro can bear the African climate better than an Anglo-Saxon or a German. Such is not the case. Negroes who go to Africa from America suffer as much, if not indeed more, than the white American. The reason why the African negroes bear the climate better than Europeans is simply because the African is a native and has an African constitution. When a Northerner goes in summer to the sea-coast region of South Carolina, Georgia, or Louisiana, what is the result? He gets fever and probably dies; and yet multitudes of his own race live there and keep their health. This is just what happens when a northern born negro goes to Africa. The conclusion is obvious; the white man can live in Africa as well as the negro, when his constitution is an African one. To obtain this African constitution, one of the best plans is the one that has just been suggested, to settle colonists upon the mountain slopes in a comparatively cool climate and let them gradually move down into the plains. To accomplish this in the Kamerun colony a railway from Victoria, running along the slopes of the Cameroons range is necessary, and it would pay the Imperial government to guarantee the bonds of such a railway if by this means it might be built at once.

Among the traders who came off to the Kisanga to hear the news was Mr. Kudeling, general agent for the firm of

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Jantezen & Thormahlen, of Hamburg. He was well acquainted with our friends and at once gave them a pressing invitation to come ashore and spend the day with him, which they were quite ready to do. His factory was near the Kisanga's anchorage, and it was not long before they were seated in Mr. Kudeling's cool and comfortable home. It was the Sabbath, so no business was going on, and Mr. Kudeling was able to give all his time to his guests, so they talked, and smoked, and enjoyed themselves until 3 P. M., when they walked up the hill to the church and attended divine service. The building was large, built of brick made by the members of the congregation, and there were a little over three hundred persons present, as Mr. Schiff found by counting them. The preacher was a native man, and the services were in the Dualla, or native language. All the older members of the congregation could speak English quite well, but this language is now interdicted, and the rising generation will learn the German instead. The people are very attentive, and seemed earnest in their worship, and there can be no doubt that the Gospel religion has produced a great change in the Dualla people. Our friends learned that the native Christians sustain this service themselves, raising the salary for the native pastor and also supporting eight teachers who have schools in different villages where the children are taught to read and also recite the catechism.

When the service was ended our friends called at the mission which was close by, and were cordially received by Rev. Messrs. Arntz and Bastin, who have lately come out from Germany to take charge of this mission. The mission house is a large one, built of brick, and the greater part of it has two stories. The ground floor seemed somewhat damp because of the great number of bananas and other plants growing near the house, but the second story, being above most of these, was delightful and afforded an exten-

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sive view of the native town, the river and shipping, and the lowlands opposite, as well as the mountains in the far distance up river. This mission is in marked contrast to the majority of those on the West African coast, being built in the midst of the native town, and also as near the factories as it was possible to get; the consequence is that the grounds are not large, but the missionaries are near the people, and the church is convenient of access. After spending an hour very pleasantly with these good brethren, our friends returned to Mr. Kudeling's factory for dinner, where they found Captain Thompson awaiting them, having just arrived in his gig.

After dinner, as they sat on the piazza by the riverside, the conversation turned upon the railway from Victoria along the slopes of the mountain range, and the benefits that might reasonably be expected from it. Mr. King thought it might either follow the Cameroons range toward the northeast and then through the Egyptian Soudan to the Nile; or it might presently leave the mountains and continue in an easterly direction until it reached some navigable affluent of the Congo. This latter plan would create a new route to the Congo Free State, and to all the net-work of rivers connected with the Congo System. Mr. King favored the former route and Mr. Kudeling the latter.

Said Mr. Kudeling: "I think it would be much better to open up the trade routes, and let colonization rest for the present. We traders who are out here now want to make some money. If colonists come out here it will turn things up side down, and our trade will not be so profitable as it now is. I am in favor of the railway, but let it run to some river that empties into the Congo; then we can put steamers on the river, and go everywhere with our goods. There is plenty of ivory, ebony and palm oil in the Congo valley, and for my part I should like to buy it."

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"I cannot but think," responded Mr. King, "that even if the existing state of things be somewhat broken up, you will still find your business, not only as profitable as it now is, but even more so; for with the influx of colonists there will be a demand for a multitude of things, all of which you could supply, and thus while trade went in somewhat different channels, yet its volume would be at least as much—perhaps more. For my own part, it seems to me this colony has a great future before it. It is nearer the centre of Africa than any other point on the Coast. It is far nearer all the richer and more valuable portions of the Congo Valley, than the mouth of the Congo itself. It has a mountain range of easy ascent, which does not need to be crossed, but may be followed at any height you may choose to elect, and a river with fine tributaries that bring you to the very foot of these mountains. The soil is everywhere rich, the climate pleasant, and the native population friendly and easily managed. The government, too, is likely to be successful; it is strong, and yet gives ample room for the devolopment of individual and corporate effort without governing them to death; and it affords full security for both life and property. Now build a railway along the lower slopes of this mountain range, bring out peasant families and care for them until they are able to care for themselves; set these Duallas at work under efficient corporate direction to cleaning up the country and planting rice, sugar cane, coffee and tobacco, and in a few years you will have a country that will rival Java for commercial and industrial prosperity."

The conversation was continued until a late hour, and then Captain Thompson took his passengers on board the Kisanga, and they were soon in dreamland.

On Monday morning, October the 6th, Mr. Aitken, a Scotch trader, came on board the Kisanga and invited our friends to pay a visit to the governor, Baron Von Soden,

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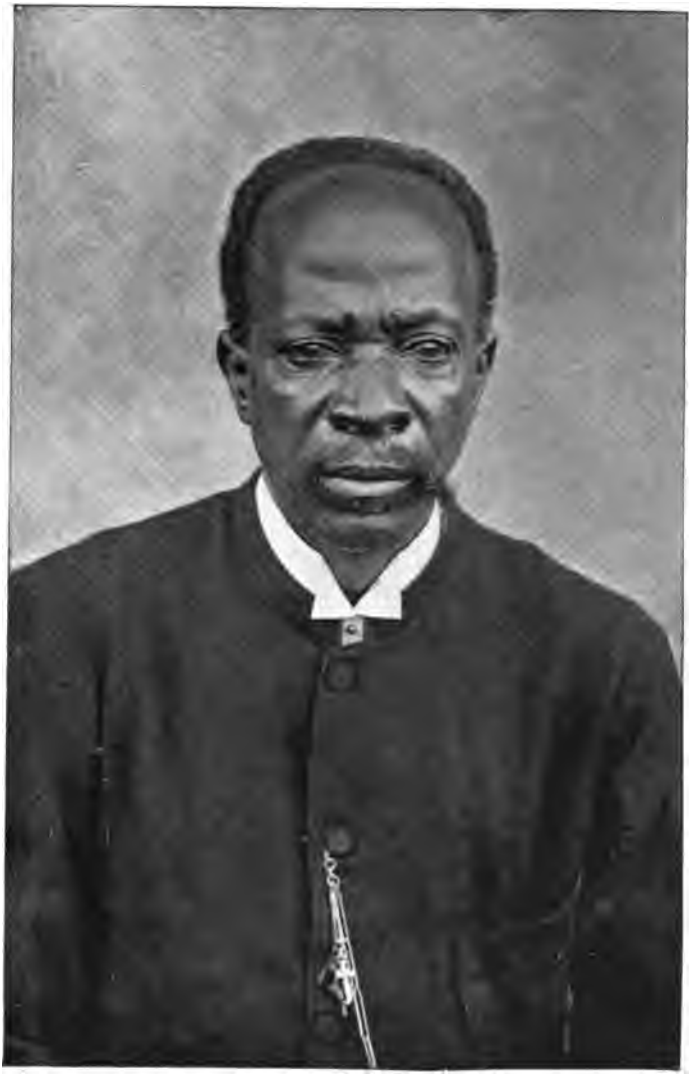

GABOON NATIVE. NEWEST AFRICA

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and spend the day with him; an invitation they gladly accepted. At the government landing is a short pier, and concrete steps lead to the top of the bluff where the Baron's residence stands on level ground with shady walks winding through the lawn—a quiet and attractive spot. The governor is a pleasant and agreeable gentleman, a great worker, thinking nothing of throwing off his coat and lending a hand to help if something heavy is to be lifted, and often taking a hoe or spade to show a laborer how a particular piece of work is to be done. He is a great favorite with every one in the colony except evil doers. Under his wise and energetic administration the resources of the country are likely to be developed rapidly. He received our friends courteously, and after twenty minutes conversation about the development of the country, bade them adieu and wished them "bon voyage" and a long and useful life in Africa. The governor is heartily in favor of a railway to the northeast, and thinks it must soon become an accomplished fact.

From the governor's house the little party took a stroll through the native town, which is over a mile wide and three miles long, extending all the way to the creek that separates the island from the mainland. Throughout the length of the town an excellent road has been made by the governor, with ditches on each side to carry off the water. The town is not regularly laid out as a whole, but consists of small aggregations of houses, each forming a little community, presided over by an aged patriarch who called it "his town." Those of one name dwell together, and the patriarch is simply the oldest male member of the family. Every available foot of space between the houses was planted with sweet potatoes, bananas, plantains and the arum esculatum, which is a favorite here, as it is in the South Sea Islands. A number of cacao trees were growing in or near each little village, this being a new industry.

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Bushels of the seeds were lying on mats in the sun to dry, and Mr. Aitken told his companions the factories paid a sixpence a pound for them. This bean grows well, and might be produced in almost any quantity if a little effort were made. As the trees are low and bushy, they would be well adapted for planting between larger trees, such as cocoanut, breadfruit, oil palms and mango. They come into bearing in three years, which would make them valuable to grow in connection with oranges, which do not yield largely in less than ten years.

Mr. Alexander was filled with admiration for the oil palms, which were larger and more luxuriant than any he had yet seen. There is no more beautiful tree in the world than the oil palm when it grows on suitable ground. Quite a number of brick houses were scattered here and there, and they found a brick church in course of construction by the Duallas. The art of brick-making had been taught the people years ago by Mr. Baker, a Baptist missionary, and now the people prefer brick above all other building material. The men of Kamerun, like those of Duketown, are largely engaged in the oil trade, loading canoes and going up the rivers and through the back creeks collecting the oil and kernels from the villages and bringing them to the white traders at the factories. Valuable as this oil trade now is, it is but a trifle compared to what the country may produce when a railway is built and large industrial companies cultivate the soil and develop the resources of this wonderful land.

Our friends returned to Mr. Aitken's for breakfast, and then went on board the Kisanga, as Captain Thompson had sent a note ashore saying he would sail at three o'clock. Our friends left Kamerun with real regret, and they watched the long line of the foreign settlement until it was lost in the distance.

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A DANCING PARTY. OLD AFRICA

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Captain Thompson kept his ship at full speed until she was entirely clear of the mud-banks at the river's mouth, and then turned southward down the coast, and slowed down the engines, as the distance to Batanga, his next port of call, was not great.

In the evening the conversation turned upon cacao culture, and the unanimous opinion of the party was that it might easily become a more important industry than the palm kernel trade, for whereas palm kernels bring twelve pounds a ton, the cacao beans would sell for sixty pounds a ton, and it is almost as easy to raise and dry a ton of cacao as to crack a ton of palm kernels. The cacao does not ripen all its pods at once, but they come to maturity throughout a long season, thus equalizing the labor and bringing in an income throughout most of the year. All kinds of spices, too, flourish everywhere throughout the German territory, and if systematically cultivated, would find a ready market in Europe and bring a large revenue to the colony.

At sunrise on Tuesday morning the Kisanga anchored off the factory of Messrs. Hatton & Cookson at Batanga. A small river empties here into the sea, and only a few hundred yards back from the beach it falls over the rocks from a height of forty feet. The cascade is a very beautiful one, and is one of the few in the world that can be seen from the deck of an ocean steamer. The Captain took his friends ashore to call upon Mr. Hervey, who was in charge of the factory; he also left word for his surf boats to be launched and bring off some casks of fresh water from the river at the foot of the falls.

After a short talk with Mr. Hervey the party walked out to have a look at the cascade. They found the river water to be several degrees colder than the sea; as the morning sun shone upon the mist that ascended from the falling water, it formed rainbows that were extremely

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beautiful. Crawfish are found among the rocks by the native women, and the factory is kept well supplied with this delicacy. Our friends wished to walk up to the beach a few miles to see the tobacco farm already mentioned, but the captain informed them he would leave by noon, and that there was not time to go there and back again, especially as it would be high tide in the meantime, and then they could not walk along the beach.

While they were at breakfast in the factory, Rev. Mr. Brier, from the American Mission, three miles below, came in and was invited to take a seat at the table. He was a young man, and this was his first time out, but he had already obtained the goodwill of the native people, and had an average attendance upon his services of three hundred persons. When breakfast was over he invited the travelers to visit the mission, and they were soon in his boat gliding over the smooth sea, except Captain Thompson, who remained to transact some business with Mr. Hervey.

At noon the captain steamed down opposite to the mission to pick up the passengers and also to land a few boat loads of goods for Mr. Brier. This was accomplished by 3 P. M., and then the Kisanga steamed away to the southward.

Our friends found the mission to be a much smaller one than the Basle Mission at Kamerun, but it had gained the goodwill of the people, and had already greatly changed their character. A number of out-stations were kept up where there were schools and the Gospel was regularly preached. Mr. Brier's house was a new one, and while it was small, it was comfortable. It was built of planks, on brick piers four feet above the ground, with galvanized iron roof, and had a veranda all around it. There was cistern at one corner of the house, for holding rain-water; a good idea; for the water from surface springs is not always of the best. The interior of the house had been tastefully

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arranged by Mrs. Brier, and afforded a good example of an African home. The house is near the landing, and from the front piazza there is a fine view of the sea; and when the air is clear, of the peak of Fernando Po to the northwest. A large tract of land has been purchased for a new central station, half way between the present mission and the water-fall, and there on a fine bluff it is proposed to build a permanent station, when the present one will be occupied by a native brother.

The Batanga men use a canoe of peculiar construction, different from any to be found on the coast. They are small and light, weighing but a few pounds each, and can carry but one person. With these small canoes a Batanga fisherman does not fear to go three or four miles to sea in search of his finny prey, although the fish are usually found quite near to land. All the fish are caught with hook and line, and when engaged in fishing the canoeist dangles both feet in the water to keep his crazy little craft steady, a proceeding sometimes taken advantage of by sharks to pull the fisherman overboard and so get a breakfast.

Mr. Brier informed our friends that there were regular paths to the interior used by the people for bringing down ivory, which is the staple of trade here. For the first thirty miles from the coast there is a considerable population scattered through the forest in villages of from two hundred to five hundred persons. Beyond this is a strip of dark, heavy forest, seventy miles wide, totally uninhabited; beyond this forest, especially in a northeasterly direction, is an open country of hill and dale, well cultivated, and containing a large and thriving population. A railway no more than one hundred miles in length could reach to this country, which it is believed by some, will prove to be well adapted to European constitutions. Mr. Brier greatly desired to locate in this fine country, but the lack of proper

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means of communication had thus far prevented him. If but a small portion of the money annually expended upon the military establishment of Germany were spent on this fair colony, by another century it would equal in value and importance the mother country itself.

A few miles southeast of Batanga is Elephant Mountain, a tall hill sixteen hundred feet high and densely wooded to the summit. It would make a magnificent coffee estate, and some day will become the home of a wealthy family. The small river they had seen in the morning Mr. Brier told them was navigable for canoes for two days' journey in the interior.

As the Kisanga steamed along the coast that bright afternoon, the shore line presented many scenes of beauty and tropical loveliness. The Sierra del Crystal mountains were in plain view, giving the distant background every variety of shape and form, and sometimes the foothills came down almost to the sea, everywhere clothed with a luxuriant forest, whose deep green was turned to almost a golden hue by the rich sunlight.

At sunrise on Wednesday morning the Kisanga was off the Benita river, but too far off shore to see objects with any distinctness. The entire country was covered with forest, and the Sierra del Crystal range was still in plain sight, suggesting no end of coffee estates, and happy, prosperous homes on these breezy heights. Benita is a great place for elephants. During the dry season they come down from the mountains to the lowlands and make serious trouble with the negroes' gardens; they not infrequently are seen on the beach, cooling their tender toes in the briny surf. Those who are fond of hunting would find this a good game country during the dry season, which lasts from May to September, although with the exception of elephants, game is not as abundant as it is south of the equator.

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A RIVERSIDE MANSION. NEWEST AFRICA

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From Batanga, southward, the climate along the coast grows rapidly cooler; the reason for this is, that a strong ocean current from the south flows along the coast, coming as far north as Batanga, where it turns to the westward, and then to the southwest. This current flows at the rate of from two to three milles an hour, and brings the cold water of the South Atlantic to cool the coast of the equatorial regions. The prevailing winds are from the southeast, and these, blowing diagonally across the river of cooler water, makes the sea-breeze very cool and refreshing; as a consequence the coast region near the equator and for some distance south of it, possesses a delightful climate, by no means so hot and sultry as strangers imagine must be the case.

From Batanga, southward, fish become more plentiful as the water becomes cooler, and they are also of better quality. These fish congregate mostly at the mouths of rivers, where their food is most abundant; some kinds are caught with the cast net, but the larger and finer kind are taken with hook and line. There is very little trade along this part of the coast; ebony, redwood and rubber being the principal articles exported.

At noon the Kisanga was off Cape St. John and, turning her prow to the eastward, she entered Corisco Bay. This bay is thirty miles long, and twenty miles wide, but, while there is considerable anchorage ground, yet it is so full of rocky ledges and coral reefs, as to be of little value for ocean steamers; vessels drawing from four to six feet can go everywhere, and so the bay may be considered more in the light of inland navigable water. There is a river of considerabie size called the Muni, that empties into the northeast corner of the bay, and is navigable for river steamers for seventy or eighty miles. The shores of Corisco Bay are hilly, covered with a thick forest growth and are very beautiful. The population is somewhat scanty, but it

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increases the farther one penetrates in the interior. The mountains of the Coast Range are here farther from the coast than they were toward the north, but they may still be seen when the air is clear. These mountains are full of iron ore, which the negroes smelt and manufacture into knives, spears, hoes, adzes and many other tools. The iron possesses a toughness which makes it valuable, and the negroes prize it above any iron or steel they can purchase from the traders. Elephants abound on these mountains, and their ivory forms one of the most valuable articles of export from Eloby.

At the southern end of Corisco Bay is the mouth of a small river called the Moondah. This river in the dry season literally swarms with ducks, geese, storks, cranes, pelicans, flamingos and many other birds, and is as fine a hunting ground as any lover of nature could wish. But a few miles up this river is something far more interesting than birds; it is a large coffee farm belonging to the great shipping firm of C. Woermann & Co., of Hamburg. A day spent in visiting this fine plantation may be made thoroughly enjoyable. A large number of trees have been set out, some of which are just coming into bearing. The coffee is of the Liberian variety, and the quality fully equal to the best Java. While this plantation is doing well, it is almost certain that the coffee tree will do better farther from the sea, and perhaps upon a greater elevation. The mountains of the interior will be the great coffee district of the future, just as it is at the present time in Brazil. In the not far distant future railways will penetrate these mountains in every direction, and they will then be cultivated from base to summit, for in this favored climate every foot of ground can be made to yield abundantly.

In the settlement of Equatorial Africa, contrary to the rule in temperate climates, the hills and mountains will be settled first; the plains and lowlands afterward; and as the

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HOME OF NATIVE TRADER. GABOON. NEWEST AFRICA

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mountains are everywhere covered with rich soil, it will not be difficult to carry on agricultural operations there, for the slopes can either be terraced and sown to rice, or breadfruit, oranges, mangos or other valuable trees can be grown, and the plantain and banana flourish everywhere. These hills now support a heavy forest growth, and this can in a few years be supplanted by fruit trees that will support a large population. The lowland, as has already been stated, can be best worked in large estates by native labor.

The Kisanga steamed slowly into Corisco Bay, making several turns to avoid the reefs, and at 3 P. M. achored in front of the large English factory at the mouth of the Muni, of which Mr. Jones is the chief agent. The Kisanga had been sighted when she entered the Bay, and as soon as the anchor was down Mr. Jones came on board and welcomed our friends once more to Africa. After an hour's conversation he invited them ashore to dinner, and at five o'clock they went, accompanied by the Captain.

The country about Corisco Bay is in dispute between France and Spain. France has a small station at the mouths of both rivers, and tries to collect duty on the trade goods that are landed. Spain has a military station on Eloby Island, a short distance out in the Bay, and compels each factory to pay one thousand dollars a year license in lieu of custom duties, which are more difficult to collect. Between these two powers the traders have an unhappy time of it. Much of the West Coast is now passing through a transition period, and political affairs are not in all cases as tranquil as in older communities.

Mr. Jones' establishment is very pleasantly situated upon a rocky bluff some thirty feet above the waters of the Bay, and commands a wide view. From the front veranda the hillgirt shores of the Bay and the islands of Eloby and Corisco to the westward presented a fine panorama in the mellow light of the setting sun. This factory is just one

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degree north of the equator, and the days and nights are practically equal throughout the year. This is a very agreeable arrangement, and the perfect regularity of day and night all through the year is much more pleasant than the constant change found in temperate latitudes.

Our friends were bound for Gaboon, which is only fifty miles south of Eloby, and Mr. Jones promised to send them around in a few days on one of his small steamers; but Captain Thompson persuaded them to go south with him and land at Gaboon on their way back, as it was necessary for him to go to the Island of St. Thomas, and he preferred to do so on his outward-bound voyage; so it was settled that they should go south with him, and they left letters with Mr. Jones to be forwarded to their friends at Gaboon.

One of the attractive features of the dinner that evening was turtle soup. Turtles of large size come on the sandy beach of Corisco at night and are captured by hunters who watch for them in the moonlight. They sometimes weigh as much as six hundred pounds, but the usual size is from two hundred to three hundred pounds; the flesh is excellent, and one of the best ways of preparing it is the usual negro fashion of putting it in "bundles." To do this several pieces of banana leaf are cut about two feet in length, and the mid-rib pared down thin; these are then slightly wilted over the fire. The meat is now heaped up on one of these pieces of leaf, and some fresh palm oil poured over it and a couple of dozen of small chile peppers added. The meat is now enclosed in several thicknesses of the banana leaf, which is securely tied and the "bundle" placed in the hot ashes, where it is allowed to cook slowly for several hours. As no steam can escape the meat becomes very tender, and all the delicate flavor is retained. This mode of cooking will make the toughest meat tender and is superior to any mode of cooking meat practiced in the home lands. Another feature of the dinner was fresh

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STEAMER "PIONEER." FIRST USED BY DR. LIVINGSTON

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vegetables from Mr. Jones' garden. The purely tropical vegetables, such as breadfruit and plantains, along with yams, sweet potatoes and the arum esculatum, quite take the place of our home vegetables, and yet northerners like the taste of cabbage, onions, lettuce, radishes and cucumbers, as these remind them of home. All these were grown by Mr. Jones in his garden. After dinner, as they sat upon the piazza and enjoyed Mr. Jones' cigars, they were treated to home-made chocolate instead of coffee. This was another of the products of Eloby. Mr. Jones has cleared a space of a few acres on the hillside and planted it with cacao, and this chocolate was made by his cook from the beans. Mr. Jones informed our friends that the pods ripened continuously for several months, and that all the care the bushes required was to keep them clear of the grass and vines; this he did by hand, but when the beans are raised in a commercial way the cultivation could be best carried on by mule power. Our friends found the chocolate to be rich, smooth, and of a fine flavor—superior to the chocolate offered for sale in the grocery stores at home. Oranges also grow well at Eloby and ripen their fruit in May, when they are scarce and high in the markets of Europe. One of the pleasures of the tropics is that the open air is delightfully agreeable all through the year, and unless it is actually raining hard it is pleasant to sit out on the piazza every evening and enjoy the light, cool breeze.

Our friends continued in earnest conversation until a late hour, when they returned to the Kisanga, and were soon asleep in their bunks.

The next day was a busy one, and a large quantity of cargo was landed. In the evening the agents from the factories on Eloby Island came to take dinner with Mr. Jones, and a very enjoyable evening was spent by all hands. Mr. Schiff seemed to be especially happy; he had his own ways to be sure, but he was the prince of good fellows

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and never enjoyed himself as much as when he had plenty of his friends about him.

The Kisanga sailed from Eloby at noon on Friday, and before sundown the shores of Corisco Bay had faded from sight on the eastern horizon.

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CHAPTER VIII

ST. THOMAS: ANGOLA.

AS the sun rose above the waters on Saturday morning the Island of St. Thomas was seen on the starboard bow, and before ten o'clock the Kisanga anchored in the harbor of St. Anna de Chanes, which is the principal port of the island, and a few miles south of the equator. St. Thomas belongs to Portugal, and was once a pet colony of the mother country. Roads and bridges were constructed in every direction over the island; the culture of the cane was carried to the highest perfection, and as many as fifteen large ships were laden with sugar in a single season. Costly churches were built in the towns, with variegated marble floors, and statues and other ornaments; indeed the island was on the high road to prosperty, when in an evil hour the culture of cane was interdicted in order to encourage its growth in Brazil, and of course the planters were ruined. At the present time coffee has in a measure taken its place, but the heavy taxes discourage the investment of capital, and the island is not so prosperous as it ought to be.

The location of this beautiful island is exceptionally good, being in the centre cool current from the South Atlantic, and one hundred and eighty miles distant from

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the continent of Africa. The land rises in the centre of the island to a height of eight thousand feet, so that it has almost every range of warm and temperate climate, and almost every product of the world may be grown there. Under an enlightened government, with freedom from taxes for a fewyears until its industries were well established, and a little help from the home country in the shape of a subsidized line of steamers, St. Thomas could be made the garden of the world; as it is even now one of the most beautiful islands of the ocean.

Captain Thompson had some business errands on shore and our friends went with him to see the town and for the sake of a walk. They found it a city of several thousand inhabitants, presenting much the same features as Las Palmas on Grand Canary, but with a richer growth of vegetation. The healthy appearance of the Portuguese men, women and children showed clearly that the climate of this tropical isle was healthy, as well as agreeable. If a narrow-gauge railway was built up the mountain it would make one of the finest winter resorts for invalids from the frozen North, and a fashionable resort for merchants and planters from all parts of the Coast. There is a sub-marine cable here connecting with Cadiz, in Spain, and Captain Thompson sent a cablegram to his owners announcing his safe arrival.

By 1 P. M. our friends were on board their floating home, and two hours later the Kisanga steamed away to the southward, and by nightfall St. Thomas was only a dark form draped in clouds in the northern horizon.

That evening, as the little party sat upon the deck beneath the awning smoking their pipes, the conversation turned upon the reputed unhealthfulness of the African continent, and its probable effect in preventing colonization by Europeans. Said Mr. King: "I believe this unhealthfulness is more apparent than real; when you come to

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GOVERNMENT BUILDINGS. GABOON

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examine the matter carefully, you will find, first, that the climate is not so deadly as is popularly supposed; second, that some other countries in the world where white people live, and I might almost say thrive, are quite as unhealthy as Africa. That people can live in Africa we ourselves are witnesses, for three of us have lived there for fifteen years, and we have found it on the whole a much more agreeable climate than we have in the home-land. Then we are each of us acquainted with men of our own race who have lived thirty years or more and who have enjoyed as good health as the average citizen at home, and I don't know but better. All these men I speak of have lived on or near the sea coast, usually in swampy districts, have worked hard, endured many privations and hardships, especially during their first years of residence on the Coast, and have not always lived as comfortable as we do now. Again, the entire Western Coast is lined with a fringe of settlements, often extending up the rivers, with a considerable European population who seem to get along as comfortably as the foreign population in any tropical land; this European population, stationed every few miles along the coast, is a standing argument, a living witness to the inhabitability of the land by the white race. This, mark you, is not theory, it is an accomplished fact. But are these river and coast settlements the best for health that the country affords? Let us take my own country and see how it would be there. Suppose settlements were made along the Gulf of Mexico, in the delta of the Mississippi, and along the swampy banks of that river, would we consider those choice locations for residence? Our people live in these places, it is true, and so they do in Africa, but we all prefer the higher and more open lands of the interior. Now I do not wish to conceal the fact that the pioneers in the African wilderness will meet with a high death rate; they do in every country, and they will here; but that does not prove that the country is

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not adapted to our race. Look at the settlement of our own New England States ; the death rate among the early colonists was enormous, far greater than it probably will be in any attempt to colonize Africa.

" Another thing I wish to call your attention to ; every tropical country in the world has a considerable resident European population ; Mexico, Central America, Bolivia, Peru, Venezula and Brazil in America ; India, Ceylon, Burmah, Assam and Java in Asia ; now why should Africa be an exception ? The fact is Africa is not an exception ; it is not one whit more unhealthy than many other countries. It is time the world came to the knowledge of the truth that it can go to Africa and live as well as it can in any other hot country under similar circumstances. Run a few railways through this country ; build one or two cities like Bombay and Calcutta ; let it be noised abroad that money can be made in growing rice, coffee and cane ; stop this everlasting expedition business with its blood and thunder stories of the horrible ; make Mt. Albert and St. Thomas fashionable winter resorts for the rich and invalid of Europe, and you will hear no more of the unhealthfulness of Africa."

" You will surely admit," said Mr. Sinclair, " that there is fever here, for you have had it twice yourself."

" Yes," replied Mr. King, " I do admit there is fever here, and the fact that I have had it twice myself shows that a man can live through it ; but I call your attention to the fact that there is fever in Cuba, in Vera Cruz, in Rio de Janeiro, in India, Ceylon, Burmah and all the countries of Asia. Both cholera and the plague have their home in India, and have marched through Europe, but they are unknown in Africa. I do not wish to say that people never die in Africa, nor that they do not die frequently before their time ; all I wish to do is to show that in this respect Africa is no exception to other countries."

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"I believe," asserted Mr. Schiff, "that a man who is born to be drowned will never be hung; there may perhaps be fever in Africa, but there is no consumption, nor cancer, nor diphtheria, nor pneumonia, nor dyspepsia."

"Well, I should think there would be," said Mr. Sinclair, "the way you shoveled in the turtle at Mr. Jones' the other night, to say nothing of everything else you ate."

"Jones cooked those things for us, didn't he?" asked Mr. Schiff, "and I only wanted to do honor to the occasion."

"I must admit," retorted Mr. Sinclair, "that you succeeded remarkably well."

"What do you think is the cause of this fever?" inquired Mr. Alexander.

"I do not know," replied Mr. King, "there are many theories, but the subject has never been studied as it should have been. The popular idea is that it is the combined product of heat and moisture; some think it comes from decaying vegetation; if the cause could be surely ascertained, it might not be difficult to find a remedy. It is known that the cause of consumption, which destroys one-sixth of the human race, is a microscopic parasitic plant called a bacillus; something of this kind may possibly be the cause of fever. Mark you, now, I am only a layman, and the opinion I am going to express is only a layman's opinion, but here it is. In some way that I do not understand there is generated a certain poison, popularly called malaria, which most likely is parasitic in its nature, and which in certain countries is present in both air and water. This microscopic parasite enters the body, and especially the blood, and then a war begins; like every war it is waged for the mastery; the body, if it is healthy and well nourished, will not allow itself to be effected by this insidious enemy; the intestinal canal throws it off, the white corpuscles of the blood devour it, and the body con-

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tinues in a healthy condition. On the other hand, if there is any morbid action within the body, caused by fear, organic weakness, exposure, lack of nourishment, anything that reduces the vital powers, the little bacilli get the upper hand, multiply rapidly, break down the structure of the blood, derange the working of all the organs, and you have a result which you call fever."

"How can this be either prevented or cured?" inquired Mr. Sinclair.

"That is the great question of the age," replied Mr. King. "The man who can answer that in a successful and practical way can have a fortune larger than the Rothchilds. The warmer regions of the earth present such superior attractions that if your question could be answered easily, the colder regions of the world would soon be almost depopulated in the rush for homes in the beautiful lands of the tropics. Still, I think it will not be many years before it is known. Medical science has made wonderful progress in the last few years, and it seems to me this desirable secret of how to stay the action of malaria is almost within our grasp. A remedy has been discovered for consumption; a preventative for small-pox; surgical operations are now successfully performed that were impossible ten years ago; the cause of cholera is known, and the origin and nature of malaria can scarcely remain a mystery much longer."

"Has not Louis Pasteur made some valuable discoveries?" inquired Mr. Alexander.

"Yes," replied Mr. King, "this distinguished French savant determined that the disease known as anthrax, which affects animals more particularly, is caused by a bacillus known as the anthrax bacillus. He discovered that if this bacillus was cultivated it lost to a certain extent its virulent character, and could be injected into sheep without danger; he also found that sheep thus treated with

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A CORNER OF THE FRENCH SETTLEMENT. GABOON

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diluted virus were protected against virus still more intense, and finally they could be made absoluted proof against disease. Now, it may be that if the poison we call malaria could be definitely ascertained, that by passing it through healthy animals, as is done with the vaccine virus, or by cultivating it in the laboratory, as was done with the anthrax bacillus, it might be injected into the human body and thus render that body proof against further attacks. But there is another plan of treatment I have thought of: —the two assistants of the celebrated Dr. Koch announce that diphtheria and lockjaw may be prevented or cured by the injection of blood of animals which are themselves incapable of being attacked by these diseases, because the white corpuscles of the blood of these animals have a peculiar voraciousness for the bacilli that cause these diseases."

Mr. Schiff listened with deep interest and was quite warmed up by Mr. King's remarks. "Who knows," said he, "but some day I may have the blood of a bush nigger pumped into me to cure me of the fever? I believe I will stick to calomel for a while yet."

Mr. Schiff was a great believer in calomel, and no wonder, for he had seen it produce most beneficent results when other remedies were of no avail. The idea which prevails in some quarters that fever may be successfully fought with quinine alone, has been responsible for many deaths. In our present state of knowledge fever may be cured without quinine, but not without calomel. The native fever-leaf and pepper may be made to take the place of quinine, but nothing yet known can take the place of calomel; this latter drug appears to neutralize the poison in the blood, and then, with proper nervous stimulants, the patient may recover.

It is somewhat singular that savants have not turned their attention to the origin and nature of malaria; no

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greater boom could to-day be conferred upon mankind than the discovery of some means by which the human body could be made to resist the attacks of this insidious foe. This discovery should not be a difficult one to make, and an enormous fortune awaits the man who shall be so fortunate as to find it. Of course, Africa not only can, but will be settled whether this discovery be made or not; but if a preventative remedy could be found, it would not only save an immense amount of suffering, but it would make the white race absolute masters of the world. Take away the fear of malaria and white men will flourish in the torrid regions as they now do in the cooler climates, and as it is the WORKERS who are to possess the earth, so the inferior nations will be pushed to the wall unless by some means they be forced into industrious habits.

What a fine field for investigation is here opened to the young medical student, for this great discovery, as I apprehend, is as likely to be made by the young inquirer, as by the mature student; for the latter is set in his ideas, while the former is not handicapped by any pre-conceived opinions. Let the younger men who are free from family ties go to the warmer regions of the earth, and there study this important subject until it is fully mastered.

Three days after leaving St. Thomas the Kisanga entered the beautiful bay of St. Paul de Loanda in the Portuguese Province of Angola, nine degrees south of the equator. This bay is one of the most beautiful on the entire African coast, and is completely sheltered from the rollers which come in from the South Atlantic, but unfortunately, it is filling up, and steamers the size of the Kisanga must anchor three miles from the city; the cargo being transferred to and from the shore in lighters. The bay has been formed by a sand-spit, which begins near the fort and extends nearly parallel with the shore; this sandy key grows a little every year, so the bay is constantly

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extending along the coast, and the upper end is filling in. The shore on the mainland is backed by a line of hills that are covered with grass, for the dense forest region is now left behind, and thick forest is only to be found along the borders of the streams. The rain-fall here is not more than one-fifth what it is at Eloby, and in the long, dry season, from April to November, the country near the sea becomes parched and dusty. In the interior there is a greater rain-fall and, consequently, more forest and richer soil.

The Kisanga came to anchor at four o'clock on Tuesday afternoon, and in about an hour the Portuguese officials came off, and after examining the ship's papers, gave permission for passengers to go ashore. With these officials came Mr. Bannister, an English trader, who was well-known to our friends, being like them, an old coaster. He sat and talked for a long time, and then invited our friends to come on shore and spend the evening; but they preferred to come next day, so it was arranged that they should come ashore early in the morning and spend the day looking about the city. The evening was an exceedingly beautiful one, but the air was cool, and sitting so upon the deck, our friends found it necessary to put on their heaviest clothing, and hot coffee tasted more than usually good; indeed, the cool breeze from the South Atlantic quite chilled them through by and by, and they turned in nearly two hours earlier than usual. During the night they were awakened by dreadful groaning, as of a man in great agony; they had heard these sounds before, so they waited quietly and it was not long before they heard the captain's voice ordering the crew and deck passengers to splash on the water and make all the disturbance they could to drive the fish off; for this horrid noise is made by a large fish, something like a sturgeon, that puts its head against the vessels at anchor, and then makes this noise, which is heard distinctly all through the ship. The fish having been scared

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away, the ship's company returned to their dreams and were not again disturbed during the night.

By sunrise on Wednesday morning the four old coasters were in the ship's gig and pulling away for the custom-house landing, three miles distant. The sandy reef which shelters the bay is covered with cocoa palms, and the wealthier citizens of Loanda spend the summer season here for the sake of the cool ocean breezes. On arriving at the landing-place a few words of explanation made all right with the customs officials, and our friends were at liberty to go where they liked, while the boat returned to the Kisanga.

The city of St. Paul de Loanda was settled nearly four hundred years ago. It grew rapidly and soon became of considerable importance; large and expensive buildings were erected, a fort, governor's palace, bishop's palace, cathedral, theatre, bank, stores, ware-houses, and a large number of private dwellings. Then came the decadence of Portuguese power, the city was made a penal colony, and its prosperity departed. Within the past few years a change has taken place for the better; the activity in African exploration and development has stirred the city into new life; more interest is taken in the valuable province, of which this is the capital, and the home government is trying to do at least something to develop its resources, and colonists are coming out in small numbers to seek new homes upon the virgin lands of the interior. The city contains, perhaps, thirty thousand inhabitants; the streets are of good width and some of them are paved, and there is a large public square, or plaza, where the people congregate in the evening to hear the news and listen to the military band, which discourses very creditable music.

The usual mode of getting about is the machela, a kind of sedan chair, carried by two stout Portuguese. This primitive conveyance allows the patient to sit upright,

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"OKOOK" (DEVIL) A SECRET SOCIETY. OLD AFRICA

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provided he is not too tall, by extending his legs straight out before him and holding on to both sides with his hands, so that he may not be spilled out. It is a little better than a hammock, for it is possible to hold up your head and look around, but it is a relic of the dark ages, and should be done away with. Street car lines would be patronized, and would pay well; they might be run by electricity, on the storage principle, and the power to run the dynamos could be furnished by the strong and constant breezes from the sea.

Our friends walked through the streets, inspected the shops, and visited the markets, but the thing that interested them most was the railway to the interior. We do not look to Portugal to lead the way in the march of improvement, but while wealthier nations have been talking, theorizing, and holding congresses that accomplish nothing except on paper, Portugal has gone ahead and built forty miles of railway, and is working away on the second forty mile section. It is a goodly sight to see the locomotive, carriages and railway station, and the double line of glistening rails converging to a point to the eastward, and our friends lingered long about the station feasting their eyes upon the welcome sight and wondering how soon iron bands would span the continent and baggage be checked through to Zanzibar.

Leaving our friends to enjoy themselves at the station, let us take a momentary glance at the Province of Angola, of which St. Paul de Loanda is the principal city. This province extends from the mouth of the Congo to the German settlement of Angina Pequina; it reaches half way across the continent and is one of the most desirable regions upon the whole earth. Except upon the immediate sea coast, it is well watered and fertile, and it is doubtful if any considerable section of the United States is so highly favored in both soil and climate. The Congo Free State

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has absorbed most of the low, level land along the Congo and its affluents, leaving to Angola the hill country, which is as healthful as the uplands of Georgia and possesses a far richer soil. Throughout this favored region almost every product of the earth will grow; palms and bananas in the valleys, apples and wheat on the higher lands. It is in many respects the counterpart of the Soudan, but the climate is somewhat cooler.

The Portuguese colonies have not usually been considered desirable for Anglo-Saxon emigrants, but there can be but little doubt that favorable arrangements could be made with the home government, and if this were done, Angola would present a far more inviting field for settlement than Brazil or Argentine. These two latter countries have governments and social institutions firmly established, and these are by no means favorable to the foreign element coming among them in the form of German, Scandinavian and Irish immigrants; but in Angola, which is as yet a new country, immigrants could mould public opinion so as in a good degree to conform to their tastes and religious ideas, and would be far better off than to settle in the American countries. Nor is Angola so far from the great centres of population in Europe, for a vessel of the City of Paris type can make the voyage from Plymouth to St. Paul quite easily in eleven days; this is so short a time that almost every kind of produce except the more perishable vegetables could be sent from Angola to London without difficulty.

South of St. Paul de Loanda are the ports of Benguela and Mosemmedes, both of which have a considerable trade with the interior. One of the principal exports from these towns is live cattle, which are now sent to Gaboon in considerable numbers, and the trade is increasing every year. There are also valuable fisheries, for the current from the South Atlantic brings cool water, and the fish are not only abundant, but of excellent quality also. These fish are

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dried and find a ready market in all the ports north of the Congo; the writer has purchased many large casks of them to feed to his Kru boys and other native people.

One of the popular industries of Angola at the present time is coffee planting, and there are many estates along the line of railway, and even farther in the interior. The bean is a small one, quite distinct from the Liberian variety, and many thousands of bags of this coffee are now exported annually. As the price of coffee has greatly advanced, and is likely to remain high for some years, the business is a profitable one, and the planters are making small fortunes for themselves. Another industry is the collection of paper stock. This stock, or fibre, as it is called, is the inner bark of the Baobab tree, and sells in Liverpool for eleven pounds sterling a ton. The removal of this fibre causes the tree no harm, for it proceeds to envelope itself in another robe, which may in time be also removed. One of these days some enterprising Yankee will build a paper mill along the railway in the interior of Angola and ship paper to Europe instead of the fibre.

Angola might grow thousands of tons of the best quality of figs, and before many years they may become an important source of revenue. They will grow almost anywhere throughout the province, and the long dry season will be most favorable for curing them. A very superior article may be produced by drying them in some of the patent evaporators made in America; these evaporated figs are far superior to the common sun-dried ones that come from Syria. Oranges also of the finest quality here grow to perfection, and as the season is the very opposite of the Mediterranean countries, they would come into market during the season of scarcity and bring good prices.

About eleven o'clock Mr. Schiff complained of feeling hungry, so the quartette turned their steps toward Mr. Bannister's house, and it was not long before they were

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invited to sit down to a first-class breakfast. Mr. Schiff inquired about the railway, and was informed that it was intended to run first to Ambaca, then to Kassanshe, and eventually across the continent to the Portuguese possessions on the Zambesi. Ambaca and Kassanshe are great market towns, where the coffee, peanuts, rubber, gum copal, beeswax, archilla weed and ivory are brought for exchange for European manufactures. Hitherto these products were carried on men's heads either to the coast or to some point on the Coanza river, and from thence to Loanda by river steamer, but when the railway was completed it would bring all this produce to the coast far quicker and cheaper. Mr. Bannister also informed our friends that there were valuable mines of copper and malachite not far from the line of the road, and that large fortunes would probably be made in working these mines; besides they would furnish much tonnage for the railway.

In the afternoon Mr. Bannister took his guests for a short drive in the country. They found the ground rather rocky, and as this was near the close of the dry season, it appeared bare and barren. Mr. Bannister told them the rains would soon change all this and cover the bare soil with a rich coating of fine grass. A great many crows were seen flying about, and these, instead of being a uniform black, were half white, giving them a grotesque appearance. Toward evening Captain Thompson came, and after dinner they all went to the square to hear the band play. The Portuguese ladies were out in full force, and were the object of much attention from the bachelor party. Mr. Schiff grew enthusiastic at the sight, and wished to make love to the fair maidens, but was restrained by his more conservative companions. It was indeed a pleasant sight, emblematic of what will soon be seen in hundreds of towns and cities in this fair land. After an hour spent on the square the party returned to Mr. Bannister's, where they

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AFRICAN CHILDREN. GABOON. NEWEST AFRICA

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sat talking and smoking until a late hour, when they went once more across the lovely bay to their floating home.

The city of Loanda is destined to be one of the great cities of the earth. There is nothing to prevent its becoming the peer of Bombay or Calcutta. It has a much better harbor than Calcutta, with a more valuable country behind it than Bombay, and when railways shall have been built, as they soon will be, all through the Congo Valley and to the southeast toward the Zambesi, immigration will flow in an ever-increasing tide, and the province of Angola will become one of the great countries of the world.

The Kisanga steamed out of the beautiful bay of Loanda at 4 A. M. Thursday, and at nine o'clock anchored at Ambriz, forty miles north of St. Paul. This is a small Portuguese town near the banks of the Loge river, which is navigable for canoes for a short distance in the interior.

By the decisions of the Berlin Conference the territory north of the Loge river, while it belongs to Portugal, is included in what is called the Free Trade Zone, and no duties here can be levied; as Ambriz is on the borders of this Zone, it will not possess much commercial importance. There is a large iron pier extending through the breakers to the calmer water, so that passengers may embark without the certainty of a wetting. The character of the country is just the same as it is about Loanda.

The Kisanga did not remain long at Ambriz, and after lunch she steamed away to the northward, anchoring before Kinsembo at 5 P. M. This is an English trading station, and the gentlemen from the factories came off to get their mail and hear the news. Captain Thompson invited them to remain to dinner, which they did, and spent the evening also. They informed our friends that the country was healthy for Europeans, and that nearly all our home vegetables grew well, especially those of a semi-tropical nature, such as melons, cucumbers, squashes, eggplants, tomatoes,

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lima-beans and corn. They said that near the coast the soil was somewhat sandy and dry, but that back in the interior among the hills, the soil was fertile, and there was much more rain. Hills several hundred feet in height were in sight from the steamer, and the traders said that these hills extended for a long distance to the eastward, and that very rich copper mines were found there.

A long time ago a considerable amount of copper ore was brought by the native people to the factories for sale. This ore was nearly pure, and of course, very valuable. By and by the traders began to inquire the location of these mines, and seemed so bent upon investigating them that the native chiefs became alarmed, and ordered the mines closed and no more ore to be sold the factories, fearing the white men would come out in force and take the country from them for the sake of this "red metal." The time has now passed by when the negro can keep this favored land all to himself, and it would be good for the country if mining companies would send out engineers and miners to open up these rich copper mines, and smelt it into metal upon the spot. It is very likely that if the hills were carefully inspected, gold and silver, as well as copper, would be found in abundance. These mines being in the Free Trade Zone the Portuguese could interpose no obstacle to the successful prosecution of mining enterprises.

But the hills of the interior are worth as much for coffee estates as they are for the copper and malachite they contain. The summits of these hills will be choice sites for houses for industrious German, Scotch and Swedish colonists, who may live here in peace and plenty, surrounded with every luxury that earth can yield. The coming century will witness these fertile lands, which can now be had for the taking, selling in the open market for a hundred dollars an acre. These lands have not been exhausted by centuries

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of cultivation, and are ready to yield rich harvests to those who are willing to cultivate them.

Next morning the Kinsembo traders landed their cargo, and at noon the Kisanga sailed to the northward, keeping the shore-line in view, and at sundown anchored off Ambrizette, another English trading station in the Portuguese Free Trade Zone, and just south of the Ambrizette river. As the surf was high that evening, owing to a strong sea breeze, the Ambrizette traders did not come off, and our friends spent a quiet evening under the awning on deck watching the lights on shore and talking of the splendid future this fair Province has in store, and which must soon be realized.

Said Mr. King: "I have been carefully examining the map, and I am persuaded a railway from here up the valley of the Ambrizette River, and thence across the country to the Kuango, or White Water River, would be an exceedingly profitable enterprise, especially if it could obtain a land grant from the Portuguese government, as I have no doubt it could. The Congo, as you know, is unhealthy as far up as Stanley Pool, a fact well known to the natives who have left the valley of the river during this part of its course, and have removed to the healthy hill country through which this line of railway would run. The White Water River is navigable, and empties into the Congo a long distance above Stanley Pool, so that goods could be conveyed to all parts of the Congo System as readily in this way as by the Congo itself, and with the advantage of going through a healthy country all the way. But what appears to me to be of even more importance, is the fact that the entire length of the line would run through a country admirably adapted for European colonists. There are no engineering difficulties, the road would be comparatively inexpensive, and there is nothing to prevent its construction being entered upon at once. It

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would not be five years after its completion before the country would begin to settle up rapidly, bringing its lands into market, and it would have all it could do to take the cargo and passengers up country and bring the produce down. The sale of its lands would almost or quite pay for the construction and equipment, leaving the earnings of the line to pay the running expenses and dividends to the stockholders."

"How long would such a line need to be?" inquired Mr. Sinclair.

"About three hundred miles," replied Mr. King, "which is but little more than the length of the railway now being built around the falls of the Congo."

"Does that road have any land grant?" asked Mr. Schiff.

"It not only has no land grant," responded Mr. King, "but it runs through a barren gorge among the hills, and can hope to have only through traffic, while the road I propose would soon have a local traffic sufficient to pay all operating expenses, and as good a chance for through traffic as the Congo Valley Line. Just think of the amount of rice, sugar, tobacco, cotton, coffee, cacao, spices, yams, sweet potatoes, oranges, limes and lemons that could be raised within fifty miles on either side of this road, all of which would need to be hauled to the coast for shipment, to say nothing of the forest products. I tell you it would not be long before this road would need to be double-tracked."

"I have no doubt," remarked Mr. Alexander, "that all this you say is true, and far more. There can be no doubt that this is a country rich in natural resources, and I am amazed that it has not been settled before by white colonists."

"One great difficulty has been," observed Mr. Sinclair, "that people at home have never looked upon Africa as a

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possible home for the European. Their only knowledge of the continent has come from travelers' tales, mostly of the blood-and-thunder-dwarf-cannibal-rearguard variety, and they do not know that it is the fairest land on which the sun shines. There are just as depraved people in London as there are in this land, and there is no crime committed here that cannot be matched in that city."

"Yes," responded Mr. King, "and the same may be said of America. There are many large districts, some of them in the older States, where life is far more insecure than it is anywhere in this land. I have lived in Africa the greater part of the past fifteen years, and I would rather trust myself to its people, even in remote districts, than to attempt to reside in Eastern Kentucky, within a comparatively short distance of the National Capital."

"In speaking of the tonnage of this new railway," said Mr. Alexander, "you have said nothing of minerals."

"That is true," replied Mr. King, "they will form an important and profitable item of freight. There are many rich copper mines in the hills, and one of them is no more than six miles from the factories. If coal should be discovered in the hills, it would make traffic enough for one line just of itself. All the steamers that visit the South Atlantic need coal, and would be obliged to come here and get it, and this would surely grow to be a large business."

The conversation was not continued as late in the evening as usual, for the sea-breeze made it most too cool to sit on deck with comfort, and so the four friends (Mr. King would not take any) had a nip of bitters, and retired to their rooms for the night.

The next morning the Ambrizette traders came off for their letters and the day was spent in landing Kru-boys and cargo, and at sundown the Kisanga left her anchorage, and steamed away toward the northward.

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CHAPTER IX

VALLEY OF THE CONGO.

AT sunrise on Saturday morning the appearance of the water indicated plainly the presence of some great river, for not only did sprouts from the mangrove, and leaves from the pandanus float past the ship, but the deep blue of the ocean had changed to a dirty brown, and the water was thick with the great amount of alluvium it held in suspension. As soon as it was light enough to make out the land clearly, the Kisanga turned her prow to the eastward and began to stem the current of the mighty Congo. The opening of the river could now be distinctly seen; on the star-board bow was Shark's Point, and seven miles to the northward Banana Point with the white factory buildings showing plainly against the background of the deep green forest.

Unlike other African rivers, the Congo has no delta but empties by one broad mouth into the sea, driving its muddy current right through the clear ocean water to a distance of many leagues. The Kisanga pushed her way steadily forward, and rounding Banana Point, came to anchor off the factories in Banana Creek. This creek is a narrow, muddy channel, separating Banana Point from a low island covered with mangroves. The factories were

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large wooden buildings, closely grouped together, for the point is narrow and there is no room to spare. There is scarcely any shade, and no attempt to make the settlement beautiful; it is given up wholly to business, with the sea on one side and the muddy creek and low mangrove island on the other—by no means an attractive spot. This then is the port-of-entry, the commercial metropolis of the great Congo Free State. Future explorations may discover somewhere on the lower course of the Congo a site for a commercial city, but if it be on the south bank of the river it will be the territory of another nation, for Portugal owns the left bank of the river farther up than ocean steamers can ascend.

This magnificent river, which drains one of the richest and most fertile regions of the earth, will probably never have a large commercial city near its mouth. As heavy draft ocean steamers cannot ascend it fifty miles from the sea, it is altogether probable that the greater part of its commerce will come by rail to various points on the coast, both north and south of its mouth, where there is abundant room for cities, and where ocean steamers may come alongside piers and receive the produce direct from the railway cars.

Moreover the course of the river is such that the southern affluents may be more easily reached by a railway from Ambrizette; and the northern affluents by a railway from Batanga, than either of these can be from ascending the Congo itself. A railway due east from Batanga to the Albert Nyanza, a distance of fifteen hundred miles, would cross the most of the navigable affluents of the Congo from the north; and a railway from Ambrizette to Lake Tanganika, a distance of twelve hundred miles, would cross all the southern affluents near the head of navigation of each of them, and would run through a magnificent country fit to be the abode of millions of our own race.

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In our own country but a small portion of the products of our great Central Valley find their way through the mouths of the Mississippi to the Gulf; the great bulk of these products being carried by railways to the various Atlantic sea-ports. If this is true in regard to our own great river, how much more will it be of the Congo, which is so full of falls and rapids near the sea, as to be totally unnavigable? We may reasonably expect that but a small portion of the products of the immense and fertile territory drained by the Congo will ever pass Banana Point.

Our friends went on shore at Banana and visited the various factories; they found them much the same as in the Bonny River, except that they were closer together, and built so as to economize room. The agents told them that trade was not so good as formerly; not but that as much produce was received, as was the case years ago, but the prices were higher, the market rates in Europe lower, and the expense of collecting greater. In former times the native people brought the produce from the interior to Banana for exchange, just as they now bring it to Duke-town, in the Old Calabar River; but now they are obliged to go up the river after it, and then pay higher prices. They admitted the new order of things might bring prosperity to the country, but they saw in this result small comfort for themselves. Already their factories had become little else than receiving and forwarding stations, and soon they would be reduced to the position of mere warehouses —a stepping-stone in the march of commerce from the rich valleys of the interior to the markets of Europe.

The Kisanga's passengers made a short stay at the factories, and soon wended their way to the hotel, where a good breakfast put them in a comfortable frame of mind and made the outlook for the future appear in a more cheerful light than when listening to the complaints of the factory people. They recognized this as a transition period

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CHAPEL AT GABOON. BUILT BY THE AUTHOR IN 1869

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from the old ways to the new; a transition that might not greatly benefit the Banana factories, but which would bring a greater measure of prosperity to the country, and, in the end, greater profit to the commercial firms themselves, although this profit would not be earned at Banana, but at many new points up the river. They also began to see clearly that the best pathway to the Congo Valley was not up the Congo itself, but from points on the coast where there was abundant room for cities and sufficient anchorage for ships.

The great Congo Valley is, perhaps, take it all in all, the richest in natural resources, and the most highly favored of any region of the earth of like extent. The larger portion of this vast territory is included in the Congo Free State, but very considerable portions also belong to Portugal, France and Germany. Through the centre of this region flows the mighty Congo, with many large fresh water lakes upon the eastern and southeastern border. The greater portion of this central plain is an elevated plateau, and all around the rim are hills and mountains. From the hills encircling this vast basin come the affluents of the Congo, and embosomed among the mountains are the great lakes already mentioned. A range of low mountains near the sea-coast interrupts navigation by filling the river with cascades and rapids for a distance of nearly three hundred miles of its course. This apparently unfortunate state of affairs is really a blessing, for it gives the central valley a considerable elevation, which in this equatorial region is a matter of much importance. It is true it interrupts navigation, but our experience in America of railway, as against water communication, shows us that this is a triffling matter. While river steamers may not descend to the sea, there is yet more than five thousand miles of inland navigation connected with the main river, besides, in the aggregate, several thousand miles of navigation of affluents

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above the falls that they each have, not far from their debouchure into the main river.

The great central valley of the Congo, while it is upon a plateau, is nevertheless a comparatively flat basin of alluvial soil. Here is found that dense, dark forest so eloquently described by the heroic Stanley; here also are the dwarfs, cannibals, and all the other horrors which travelers delight to describe to a gaping world, and which has led the unthinking to conclude that the entire continent is made up of this kind of nonsense. It is not surprising that the deep forest, stimulated into luxuriant growth by a rich soil, abundant moisture, and a tropic sun, should develop some monstrosities, just as is the case in the slums of London, but this abnormal condition of affairs is confined to a comparatively limited area; yet it is doubtless true that this forest region in the central basin, will be the last to be conquered by man in the interest of civilization and the good of the race.

Immigration and colonization will follow the cool, open, healthy, hill country, which is more accessible from other points than from the great river itself. The northern rim of the great basin can be best reached by a railway from Batanga to the Albert Nyanza; from the northeast by a railway now being built by the Germans from the East Coast to the Victoria Nyanza; from the east by a railway from Zanzibar to the Tanganika; from the southeast by the Shire River and Lake Nyassa; but the best route of all, and the one to be first tried is from the west, by a railway from Ambrizette to Lake Tanganika. This latter route runs through a fertile, healthy, and most desirable country, and we may reasonably expect to see a large influx of settlers by this route in a very few years. The Congo Valley is almost certain to be thickly settled by Europeans in the hill-country which encircles it, before any considerable progress is made toward the cultivation of the

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flat alluvial basin through which the river flows. These deep river lands can at present be best cultivated in large estates by native labor, but this will scarcely be done until a stronger government than the present Congo Free State takes possession of the country.

The Congo Free State is a novel enterprise, without precedent in the history of the world. It is a philanthropic effort in the interest of free trade with the ultimate purpose of benefitting the manufacturers of Europe, and making a market for their wares. The idea of colonizing the country seems to have been absent from the minds of its promoters, and no adequate provision has been made for such a contingency. Mercantile firms may indeed erect their factories on the river banks, for these great firms employ hundreds of men and have river and ocean steamers at their command. If a factory is threatened by pigmies, cannibals, Arabs or whatnot, by means of their own steamers men may be massed to resist the attack, or the goods may be removed until the disturbance has quieted down. Not so, however, with the colonist who has no steamers at command, and whose property is of such a nature that it cannot be readily removed. Colonists must have a strong and stable government to protect the law-abiding and be a terror to evil doers. A new country also needs a government that is both able and willing to spend a large amount of money in improvements that are necessary to open up the country and make its resources available; this a mere philanthropic enterprise can hardly be expected to do.

The best disposition that could be made of the Congo Free State would be to pass it over to the United States of America, together with the neighboring province of Angola. There is not a country in the world that would display more energy in developing the resources of this valuable territory, and fitting it to be the home of millions of

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civilized and Christian people, than the United States. The American people have just conquered the greater part of the North American continent, and they are thus fitted to conquer a portion of Africa and prepare it for the abode of the surplus population of Christendom. Nor need other nations be aroused to jealousy, for they have each of them all the territory in Africa they can possibly develop. This is no time to legislate for the petty trade of a dozen or two of commercial firms, when a vast territory capable of supporting two hundred millions of people needs opening up to the emigration of the Christian world!

On Monday evening, October 27th, the Kisanga left Banana Creek and steamed up the river to Ponta da Lenha to deliver some cargo to the factories there. The Congo empties by one clear mouth into the sea, but once inside of Banana on the north, and Shark's Point on the south it widens to more than twenty miles, the greater part of which is composed of mud islands covered with mangroves, as is the case in the Niger delta. A great number of narrow channels, or creeks, wind in labrinthine confusion among these islands, while through the centre sweeps the resistless flood of the main channel, three miles in width, with a five to six knot current. The Kisanga pushed her way steadily against the dark brown flood, with solid walls of mangroves on either shore, whose monotony was occasionally varied by the waving fronds of the palm. Every half mile or so, narrow openings in the dense wall of vegetation disclosed the mouth of some tortuous creek that connected the main channel with the net-work of side channels and back creeks. No birds were seen skimming over the surface of the water, no monkeys or other animals among the trees—all animal life had deserted this dreary region except man, and it is well for him to pass through it as rapidly as possible.

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BANANA AVENUE, GABOON

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Three hours steaming brought the ship abreast of the factories at a place called Kissanga where the mangroves give way for a little to a tall, dense forest of palms and other trees, all interwoven with vines and creepers. Not a native house was to be seen, and one wonders where the customers are to come from, but the numerous creeks extend back to the main-land, where the native villages are built upon level grassy or rolling country. Another hour's steaming brought the Kisanga to Ponta da Lenha, thirty miles from Banana, and the head of safe navigation for ocean steamers. Ponta da Lenha is a trading station like Kissanga, on an island on the northern side of the main channel, and its customers reside on the main-land of the right bank, as those of Kissanga do on the left bank.

Immediately above Ponta da Lenha the main channel is blocked with islands, and the passages between these islands have shifting sand-banks that carry a variable depth of water of from twelve to eighteen feet. It seems probable that in some of the connecting creeks a deep, unobstructed channel will yet be found, but even if there should be, the river above has so many rocks and countercurrents that it will scarcely be advisable for an ocean steamer to go higher up than Ponta da Lenha.

The steamer Kebinda, belonging to Messrs. Hatton & Cookson, was found to be at anchor at Ponta da Lenha, and when the Kisanga arrived she was ordered to get up steam and proceed up river to Boma, to take mails and also bring down any produce that might be ready to ship. At 2 P. M. she started, and Captain Watkins invited our friends to go with him, as he was not only an old coaster, but an intimate friend of Mr. King. Captain Watkins is not only a thorough seaman, but a perfect gentleman, and he was constantly doing something for the comfort of his guests, so that the ride was most enjoyable.

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The Kebinda left promptly at 2 P. M. and crossed at once to Draper Island, then past the Heron Bank and presently it crossed to the northern side of the main channel which is followed all the way up. The mangroves were soon left behind, and their dense, dark masses gave place to palms, bamboo, pandanus and various other trees, and in some cases to wide fields of tall water grasses, the favorite feeding ground of hippopotami and manati. The river was still filled with immense islands and many parallel channels as well as connecting creeks, but by five o'clock the hills on the main-land of the left bank could be seen, and half an hour later the highlands about Boma came into view, and at 6.30 P. M. the Kebinda anchored abreast the English factory.

Boma is quite as much of a trade centre as Banana, and like Banana its principal importance lays in the fact that it is a stepping-stone in the march from the sea to the navigable waters of the interior. The country as far as the eye can reach appears to be a succession of low hills, bare, or covered with grass, and with wooded vales between. The town itself consists of a number of trading factories, the Catholic and Protestant Missions and the buildings of the Congo Free State. Upon an island in mid-stream there are vegetable gardens cultivated by the factory people, where nearly all our home grown vegetables thrive, as indeed they do throughout the greater part of the Congo Valley.

Boma is upon the main-land of the right bank of the river, at the head of what might be called the "inland delta" of the Congo; from here onward to the interior for several hundred miles at least, the river flows between well defined banks, although there are many islands in mid-stream.

Our friends went ashore to Messrs. Hatton & Cookson's factory, where they were kindly entertained, and it

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was not long before dinner was announced, to which they did ample justice. The bill of fare at Boma is a liberal one; in addition to the long list of imported foods, there are beef, mutton, ducks, chickens, fish, plantains, bread-fruit, rice, palm-chop and the vegetables from the gardens, besides many kinds of fruits. This does not hold good of the barren district from Vivi to Stanley Pool, a distance of over two hundred miles, where provisions are scarce and dear.

Immediately above Boma the river narrows greatly and the current is so swift that the water heaves, boils and hisses as it rushes past the points, and in many places forms whirlpools capable of swallowing a boat or canoe. Up this swift and dangerous current it is possible to force a steamer as far as Vivi, which is seven hours distance from Boma; but it is dangerous navigation. Vivi is the western terminus of the railway now under construction around the rapids of the Congo. The eastern terminus will be at Stanley Pool, the foot of inland navigation; and the length of the line between two hundred and fifty and three hundred miles. It will be an expensive road to build, but it will be profitable, for all the trade of the river must of necessity pass over it.

After dinner the travelers seated themselves on the veranda on the leeward side of the house, so as to be out of reach of the strong draft coming up river, and caused by the evening sea-breeze, and as they enjoyed their cigars they discussed trade questions and the prospects of the new railway. It was soon apparent that the traders had no thought beyond exchanging the usual "cargo" for forest products with the negroes of the interior. They had no sympathy with the colonization of the country, and indeed they had never thought of it. They were true conservatives, opposed to change, even for the better, lest the

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course of trade should be changed to their possible disadvantage.

After all, we cannot wonder at the conversation of the traders, for the past ten years have witnessed wonderful changes on the Congo, and still greater changes will follow the completion of the railway, and a century from now it will be as impossible to realize that the present state of affairs ever existed, as it is now impossible for us as we visit the great city of Chicago to realize that a century ago it was a far greater wilderness than the Congo Valley is to-day.

The writer first resided in Africa in 1875, and the state of the Coast was so different then from what it is now, that as he looks back upon it, it seems to be only a dream; so it will be fifteen years from now; and some of us who have in the past traversed its rivers and forests in weariness and pain, will yet be able to fly along over its surface at thirty miles an hour while we look out of the window at the beautiful panorama of hill and dale as we sit at the table and enjoy the luxuries of the season "done to a turn" by a skilled white cook!

The French territory comes down to the river at Manyanga and continues along the right bank to the mouth of the Bunga River, three hundred miles above Stanley Pool. The lake-like expanse known as Stanley Pool is the beginning of inland navigation upon the great river and its numerous tributaries. If this river is ever to create a city corresponding to our own New Orleans, it will be here at Stanley Pool. This is the true entre-port of the Congo; all the stations from the sea to this point being mere stepping-stones. The railroad now building through the Congo gorge will have its terminus here, where freight will be unloaded directly into river steamers for transport to inland points.

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HOME OF FRENCH IMMIGRANT. GABOON

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Before another ten years has passed other railways will be in course of construction from here to the Coast. The French have a splendid opportunity for building an air-line entirely through their own territory from Brazzaville, just above Leopoldville, to Black Point on the Atlantic coast, where there is a fair anchorage ground. This line will run through a rich and populous hilly upland, well adapted to European colonists, and which will furnish a large amount of local traffic both in passengers and freight. The length of this line will be about three hundred miles—a hundred miles shorter than the river route to Banana.

Another competing route will be from Stanley Pool to Ambrizette in the Portuguese territory. This line will be about four hundred miles long, very nearly the same length of the river route, but there will be one less handling of freight and the dangers of river navigation from Ponta da Lenha to Vivi will be avoided. This line, like the French one, will run through a healthy and fertile region well suited for white settlers, and will have a large local traffic. Both the French and Portuguese lines will be easier to build than the road now under construction, and are likely to be more profitable, especially if liberal land-grants could be obtained. Either of these roads offers a much more promising investment for capital than dozens of roads now being constructed in the United States. Both of these roads might run lines of steamers on the Upper Congo to make sure of securing the freight for their own line, it would also enable them to contract to deliver freight from the sea-board to any point on the navigable waters of the Congo.

The scenery about Stanley Pool is pleasing; high hills, some of them crowded with foreign settlements, and some with native villages, while on the low-land near the river a dense vegetation attests the richness of the soil. Kinshassa Station is built beneath the shade of magnificent

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trees that would be an ornament to the finest park in Europe.

From Stanley Pool all the way up to Stanley Falls, the head of navigation on the main river, the scenery is extremely beautiful. There is nothing in America to equal it. True, it is a wild beauty, and sometimes one wishes there were large plantations and more evidences of human industry; but these will come soon enough, and nothing can replace the wild luxuriance of the dense tropical vegetation which crowds every inch of space not actually covered by the water. In a few years the accumulated capital of the industrious millions of Europe will combine to operate large plantations of rice and sugar-cane upon these rich alluvial lands, using the native as well as the imported Chinese labor under the direction of Anglo-Saxons, and the railways from Stanley Pool will be taxed to the utmost to carry the freight to the coast.

For those who love quiet waters and the beauties of nature, no more delightful place of residence can be found than the rivers and lakes of equatorial Africa. The writer lived for four years upon the banks of the Ogowe River, which in its general features is much like the Congo, and a more comfortable climate, or a more beautiful home, a lover of nature need not want to enjoy.

There are thousands of wealthy people who have traveled much and who would like a new experience—something that will thrill their souls with pleasurable excitement, afford them opportunities for telling endless stories to their friends, and remain a delightful memory to the close of life; let such take a trip on the Congo, and if they are lovers of the beautiful, they will have their fill and declare that the half was not told them. When the railway is completed to Stanley Pool, so that not more than two days need be spent on the lower course of the river, the journey can be made with very slight danger to

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life; not more, if indeed as much, as a visit to India, China,. Brazil or the West Indies. It may be that Cook will soon send out excursion parties, with steamers of his own to take them up the Congo, as he now has to take them up the Nile.

Those who are fond of shooting would find many attractions at the present time in the Congo Valley and along its tributary streams. Upon the land are the lordly elephant, fierce leopard and many varieties of smaller cats, savage buffalo and man-like gorilla; together with herds of wild boar, troops of monkeys and a great variety of deer and antelope. Upon the waters are hippopotami, manati, crocodiles and almost every variety of water-bird; the sportsman must be indeed hard to please who would not be satisfied here. It must not, however, be supposed that this opportunity will long continue, for as a country is cleared of its jungle and brought under cultivation the game will be driven farther and farther away, until as in America, it is so scarce that there is no pleasure in seeking it.

In regard to the heat of the Central Congo Region, authorities will differ. The writer has always felt the heat more than the gentlemen with whom he has traveled or been associated, but even he, with few exceptions, has not suffered severely from it. Some cold blooded persons do not feel comfortably warm unless dressed in medium weight cassimers. Stanley, in his "Congo," says (Vol. II; page 314): "For three months of the year it is positively cold, and during the rest of the year there is so much cloud, and the heat is so tempered by the South Atlantic breezes, that we seldom suffer from its intensity. The nights are cool, sometimes even cold, and a blanket is, after a short time, felt to be indispensable for comfort. * * * * * * * "Clad in clothes suitable for work, an European could perform as much work on the Congo as he could in England, provided a roof or awning was above his head."

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Apropos of the beauty of the Upper Congo Valley, it may not be amiss to state that the great Arab trader, Tippoo Tib, in narrating some of his travels to Mr. Stanley, said: "He had passed through several towns which took a couple of hours to traverse," and he described the "beauty of savannah, park and prairie he saw."

Dr. Schweinforth says: "From the Welle to the residence of the Monbuttu King, Munza, the way leads through a country of marvelous beauty, an almost unbroken line of the primitively simple dwellings extending on either side of the caravan route."

All this was on the northern affluents of the Congo, and directly on the line of the proposed railway from Batanga to the Albert Nyanza. This road, when completed, cannot fail to be profitable, and will open up a grand country, not only to commerce, but to settlement by sturdy German and other colonists.

Until great industrial companies shall cultivate the soil and set the native people to work in a systematic way, the principal exports will be in native forest products, and it is surprising how many of these there are. First of all must be mentioned the oil palm, which produces the palm oil and kernels that are such an important article of trade on the West Coast. In some places there are entire forests of it, while it everywhere abounds in the central basin and on the islands in the main river.

Perhaps the next most valuable article is rubber, which is abundant in the thick, heavy forests. Unfortunately the natives are so wasteful and thoughless they kill the vine when getting the milk, and thus destroy the goose that lays the golden egg. It would well repay any commercial company, now while the land is cheap, to plant the large rubber tree of Brazil, which will live for a century and yield a steady harvest of rubber.

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GARDENER'S COTTAGE. NEWEST AFRICA

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Camwood and barwood, with other dyes, abound, while ebony and other valuable cabinet woods are found on the higher grounds. Many trees valuable for lumber grow near the streams, and one of the first industries to be immediately profitable after the completion of the railway will be the establishment of portable sawmills and the converting of these trees into lumber for building purposes.

Red and white gum copal are found in considerable quantities, and no doubt other valuable gums will be discovered. Vegetable oils are extracted from the ground-nut, oil berry and castor bean. Vast forests are covered with the archilla moss, and tobacco of the best quality will grow everywhere. Beeswax and honey are collected in large quantities; nutmeg, ginger and other spices are easily raised, and furs, hides and skins might be purchased from the native hunters. All the African elephants have tusks, and the sale of ivory will bring much money into the country for some years yet.

Among the products immediately available are fibres of many kinds, to be manufactured into paper, rope, fine and coarse matting, baskets, etc. This may be gathered in immense quantities, and some of it may very profitably be manufactured upon the spot. The list need not be extended, for it is easy to see there is already enough, if it can be gathered, to tax the carrying capacity of the present fleet of river steamers to the very utmost.

The Kebinda spent the morning of the 28th taking on produce, and at 2 P. M. left Boma, and arrived at Ponta da Lenha before sunset. The casks and sacks were transferred to the Kisanga the next morning, and in the afternoon she steamed down to Banana and anchored in her old berth in Banana Creek. Several of the traders came off and took dinner with Captain Thompson, and in the evening on deck conversation was kept up until a late hour, but no new

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facts were brought out, and we will not repeat it. At sunrise on Thursday morning the Kisanga steamed out of the Congo, and soon the mighty river was left behind as the good ship sped northward along the Coast.

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Chapter X

CONGO RIVER TO GABOON.

AT 11 A. M. on Thursday, October 30th, the Kisanga anchored in Kebenda Bay, forty miles north of the Congo. Kebenda has long been the headquarters of two or three large trading firms in the Congo, who preferred to have their headquarters here rather than at Banana, for there was not only a larger local trade, but the climate was healthier. Kebenda is as unlike Banana as two places could be; the land is high, and even hilly; country quite open and covered mostly with grass, with trees along the streams, and the native population much larger than in the Lower Congo Valley.

Mr. John Phillips, the accomplished and gentlemanly agent of Messrs. Hatton & Cookson, was alongside the steamer as soon as she came to anchor, and as he was well acquainted with our friends, there were hearty greetings when he reached the deck. An hour later the four travelers were beside Mr. Phillips in his boat pulling for the shore, where an excellent breakfast was awaiting them.

The work of unloading the steamer required Mr. Phillips' attention, and so after breakfast the four friends sat on the piazza for a couple of hours enjoying Mr. Phillips' cigars, and then they took a walk around the

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place. The general arrangement of the factory did not differ materially from what they were accustomed to, but there was an unusual air of neatness about the buildings and everything moved on with the precision of clockwork. The openness of the country was an agreeable change from so much forest, and Mr. King felt sure white colonists might settle here at once, especially if they had money enough to hire the natives to do the roughest of the field work. At the factory they saw white carpenters at work, and learned that they suffered no special inconvenience from the climate; indeed, the climate here is not hotter than our own State of Georgia, and the country is at least as healthy, if not more so.

Kebenda should by rights belong to the Congo Free State, but for some reason or other a little strip of sea-coast, not more than forty mile long, has been appropriated to Portugal, and Kebenda is in this territory. Kebenda is not likely to ever become a pathway to the interior, but it might have a railway to Vivi, one hundred miles distant, that would run through a healthy, hilly country, well fitted for colonists, and would develop a very considerable local trade; or, by changing somewhat, it might run parallel to the Congo as far as Stanley Pool, a distance of two hundred and fifty miles, and thus get a share of the through traffic in passengers and freight. Such a line would pay better than the present Congo Valley Railroad, for it would save one handling of freight, and would run through a populous country that would give it a large local traffic. Such an investment as this is likely to prove far more satisfactory to capital than the various South American bonds, so largely dealt in by English investors.

One of the chief articles of trade at Kebenda is ground-nuts, which, of course, must be cultivated, a proof that the people of this section are willing to till the ground, and if there were white colonists to teach them to grow coffee,

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NATIVE TROOPS. GABOON. FRENCH POSSESSIONS

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cane, cotton and tobacco, it need not be long before these might be exported in considerable quantities. The Kebenda negroes are fairly good carpenters, and are able to build schooners that carry ten or twelve tons; such a people must be capable of improvement, and with a little instruction, would make efficient workers.

The Kisanga sailed from Kebenda at noon the next day, and at 3 P. M. reached Landana, a really beautiful and picturesque trading station, in the very corner of the Portuguese territory already mentioned. White factories lined the beach, and the summit of a hill to the right was crowned with the substantial buildings of the Catholic Mission, looking very cool and inviting beneath the shade of palms and other fruit trees. The gardens and orchards of these French priests are admired by all, and show clearly what the country is capable of; there is no good reason why the country back of Landana should not contain thousands of beautiful and happy homes.

The Kisanga did not linger long at Landana, pleasing though it was to the eye, and at eight in the evening the northward voyage was resumed, and at sunrise on Saturday morning she anchored in Black Point Bay. This fine bay is in French territory, although it is in the free trade zone, and as has already been mentioned, it would be an excellent terminus for a railway to Brazzaville at Stanley Pool. Long before another century has passed away there will be here a busy commercial city, and enormous fortunes will be made in the rise in real estate, similar to those made by early settlers in Cincinnati, Chicago and other cities of the West. There are a number of factories already here, and it will not be long before Black Point must take its place among the cities of the world. This would be a fine location for a Protestant Mission, and the wonder is that it has not been occupied before; the country is healthy, the

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people fairly industrious and capable of improvement, and its location must make it a highway to the interior.

Just back of the town a short distance is the Luemma River, which is navigable for boats for three days' journey toward the northeast. The country is open, except along the water courses, where there is a rich growth and villages of the native people are numerous. To build the proposed railway to Stanley Pool would take from two years to five years, according to the amount of energy displayed in forwarding the enterprise, and in ten years from the time it was finished the condition of the country would be changed and an era of prosperity begin exceeding anything known in the settlement of our own Western States. Nothing is needed but industry directed by skill and intelligence to make this land one of the most desirable places of residence in the world; provided, of course, there be suitable means of communication, with a strong and liberal government. The French territory begins some miles south of Black Point and extends to Gaboon, where the governor of this large and fertile province has his residence. It is true French rule is not in all respects the best that could be wished for, but the administration of affairs is constantly improving, and as the French people do not emigrate, the colony must presently be settled by Anglo-Saxon and Scandinavian immigrants, whose influence will be more and more felt in the administration of colonial affairs.

Immediately after the three o'clock tea, the Kisanga weighed anchor and steamed up the coast to Loango, which place she reached a little after sundown. This trading station is just below the mouth of the Kwiln River, a very considerable stream that rises among the hills to the northwest of Stanley Pool. There is also a French military poste, and several more at different points on the river.

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Loango is well situated for trade, having a bay somewhat protected from the ocean swells, and being near the mouth of the Kwiln; but its greatest prosperity will come from a railway to the interior, opening up a rich and exceedingly desirable country, that offers at once more inducements to the settler than many of the South American Republics. A railway could be advantageously built from here to the debouchure of the Lawson River into the Congo, one hundred miles above Stanley Pool,—a total length of line of a little over four hundred miles; every inch of the way through valuable territory, rich in both vegetable and mineral wealth and entirely healthy for white immigrants; far more so, indeed, than our own State of Arkansas.

To those who think Africa is a sandy desert, or an interminable jungle full of noisome serpents, cannibals, pigmies and other dreadful creations, a voyage along this coast would be a revelation. Why cannot some of our level-headed tourists come out here and see some of the most beautiful landscapes that grace this fair earth, hills and valleys, open plains and park-like forests, navigable rivers and babbling brooks, palms, bamboos, orchids, gardens, towns and villages—the whole fair scene bathed in the rich, full sunlight of this tropic land. True, the country is new; the lines of travel are not luxurious, nor are there here all the conveniences of an advanced civilization; but this is not the fault of the country, which is one of the most beautiful, attractive and desirable to be found anywhere on the planet. Lovers of nature who are able to put up with rather inferior steamer accommodations, will find it will pay them well to turn aside from the beaten track of travel, and make a voyage along this coast. When they do so, let them remember that Africa, like other countries, does not put the best she has along the sea-coast; and let them make friends with the traders and ascend the rivers upon the

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trading steamers; or, better still, in boats or large canoes, and they will behold scenes of beauty that will thrill their souls with pleasure and delight.

The Kisanga left Loango at nine o'clock on Sabbath morning, and at noon on Monday, November 2nd, anchored in Mayumba Bay, a few miles south of the Nyanga River. Mayumba is a trading station like Loango and Landana, and like them also it is situated in an open, hilly, healthy country, and is likely to become a thriving commercial settlement within a few years. Two hundred miles back from the coast four rivers take their rise among the hills; three of these, the Ngunie, Nyanga and the Ogowe, pour their waters into the Atlantic; while the fourth, the Alima, helps to swell the mighty Congo. This hill country abounds in minerals, especially in copper and iron, and as the soil is rich, the rainfall abundant, and the climate healthy, it is well fitted for becoming the home of a large white population. This is the last port in the Free Trade Zone, which gives it an importance, for the French import duty is high for a new country.

Mayumba is not favorably situated for a railway to the Congo, but a line of road two hundred miles long, extending into the hill country, will soon become a necessity and would develop a heavy local traffic.

The steamer sailed from Mayumba at sundown, and on Wednesday morning anchored in front of Manji, just inside of Cape Lopez, in Cape Lopez Bay. This is the port of the Ogowe River, a valuable waterway that opens up a considerable portion of the interior to commercial and industrial operations. This river is the scene of the explorations of the Count de Brazza and his efficient lieutenant, Dr. Ballay, through whose efforts this country was annexed to France, and is now regarded as a valuable colony.

The Ogowe is a large river and pours an immense amount of water into the sea. Its delta is very large and

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COTTAGE OF FRENCH PEASANT. GABOON

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there are a great many channels, forming a perfect network of rivers, lagoons and creeks. This extensive delta includes much high ground and a very considerable population, but most of the islands are more or less submerged during the month of November, when the river is at its highest stage. Near the sea there are the usual mangroves, but ten or fifteen miles up these are succeeded by heavy forest, and this again by immense fields of papyrus and water grasses; beyond these again, at a distance of seventy-five miles from the seashore, the forests begin again and continue with little intermission all the way to the mountains.

When the writer ascended this magnificent river in a small canoe in our Centennial year (1876) it was almost unknown to the civilized world, and the people along its banks were Pagans, and looked upon the white man as a spirit; to-day Christian churches nestle beneath clumps of graceful bamboos in several of its villages, and Moody and Sankey hymns are sung by the people as they paddle along in their canoes. During the canoe journey just referred to the hippopotami were so numerous and troublesome as to frequently place the occupants of the little craft in great jeopardy of their lives; to-day the traveler may recline in an easy chair on the upper deck of a comfortable river steamer and enjoy the beauties of the passing scene in perfect safety and comfort.

There are a number of picturesque lakes near the lower course of the Ogowe, connected with the main stream by side channels; some of these lakes are not exceeded in loveliness by anything that can be found in the world. They often lie in the very bosom of the hills, with an exceedingly irregular shore line, the rich tropic vegetation reflected in the clearest water by the brilliant sunlight. No lovelier home could be found in all earth's wide domain, and before another generation passes the world of fashion will visit these beautiful sheets of water as they now visit

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Como and Killarney. At present the shores of these lakes abound in game—a veritable hunter's paradise—but it will not be long before the forests must give way to orchards of orange, pear, mango and other fruit trees, and coffee and cacao estates.

All the creeks, rivers and lakes of the entire delta, and the main stream as far as Njoli, two hundred and fifty miles from the sea, are navigable for river steamers ten months in the year. At the very close of the dry season some of the channels are obstructed by sand banks, but then most of them carry from three to four feet of water —abundance for flat-bottomed boats such as we have on our Western rivers. As a matter of fact, steamers now run upon the river throughout the entire year.

There are at the present time no finer hunting-grounds in the world than is to be found in some portions of this delta and the adjoining mainland. Elephants, gorillas, apes, monkeys, buffalo, boar, leopards, deer and antelopes are found in the forests ; with hippopotami, crocodiles and manati in the river, and birds in almost innumerable variety. The people will welcome hunters and assist them in every way, as they are fond of the flesh of all these creatures, and will do anything for those who furnish them with abundance of meat.

In addition to the animals already enumerated, there is an abundance of excellent fish, some of them as fine game-fish as salmon or grayling. No great physical exertion is required to hunt in this territory, for most of the traveling is done by water, and one's native attendants can build him a very decent hut to sleep in every night. Sporting men will find this region very satisfactory, at least for the next few years, or until the forests are cut down to make way for cane fields.

There is a considerable source of wealth in the immense fields of papyrus, which would be excellent for paper stock.

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If cut at the close of the dry season and baled, several ships might be loaded every year. But these rich fields are too valuable to be allowed to grow paper stock; they might be dyked at moderate cost and sown with rice. There are two periods of high water, November and April, and by sowing at the right time two crops of rice a year could be easily grown. Capital invested in rice growing on these alluvial lands could not fail to be well rewarded. The cane would thrive luxuriantly; small quantities are grown by the negroes to chew, instead of candy, and it is not unusual to see canes as thick as a man's wrist.

The Ogowe is a land of plenty, for almost every product of the earth will there flourish. The writer lived four years upon its banks where it flows through the hill country, and on his grounds almost every kind of fruit tree known to the tropics grew luxuriantly; and in his garden tomatoes, eggplants, cucumbers, squashes, sweet potatoes, beans, corn, cabbage, arum esculatum and many other vegetables throve abundantly, while plantains and bananas required but the slightest cultivation, and oil palms were abundant everywhere.

The French have several military postes, or stations, along the river, extending as far as Franceville, which is near the headquarters of the Alima, a stream that flows into the Congo. At Njoli, which is situated at the head of steam navigation, they have a steam saw mill and many large magazines, and the entire island is laid out with gravel walks like a park, with rice and various fruits growing—an object-lesson of what this whole country may become. This, be it observed, is in the cannibal-pigmy-deep-forest-blood-and-thunder portion of Africa, but a more beautiful land no one need wish to see; it only awaits the hand of industry to make it a garden of loveliness—a fair Eden of fruits and flowers and every good thing. The country is new we grant you; but so England was once covered with

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forests through which our ancestors roamed clothed in skins —a wild and savage horde. Times have changed since then, and they will change in Africa, and that before many years have passed. There are post offices in the Ogowe to which letters may be sent from any part of the civilized world; in a year or two there will be telegraphs, and in another decade a railway. Let those who have the time and inclination for foreign travel take a trip up the Ogowe and see for themselves.

Fish are very plentiful in Cape Lopez Bay, and the factories and military stations at Manji are well supplied all through the year. The native villages all about the Bay maintain a steady trade with Gaboon and various inland towns in the dried and smoked article. These fish are mostly caught with a net, although many kinds would afford good sport with the hook.

The principal exports of the Ogowe at the present time are rubber, ivory, ebony and a very little of oil, kernels and bar wood; large quantities of ivory come from the hilly country to the east and northeast, and, strange as it may seem, a large proportion of this ivory is not taken from living elephants, but is found in swampy places toward the close of the dry season. The Ogowe ivory is the finest quality in the world; the average weight of the tusks being sixty pounds, but occasionally a specimen is met with as heavy as one hundred and eighty pounds and eight feet in length!

Between Cape Lopez and Gaboon the country is open and park-like, prairies and small patches of woodland are interspersed with brooks and little lakes, with now and then a low hill rising above the general level. The population is not large, and the game abundant. During the dry season, which lasts from the first of May until early in October, this is one of the finest hunting grounds in the world; not only is there no rain during these five months,

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COUNTRY TRADING HOUSE. FRENCH POSSESSIONS

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but, being the cool season also, it is delightful to traverse the woods and take abundant exercise in the open air. If a party would leave England the middle of March, spend two or three weeks in Gaboon getting acquainted with the country and engaging guides, so as to be ready to start out as soon as the rains cease, they would have a most enjoyable excursion and secure a large amount of game. Throughout this section the plantain, banana, yam, sweet potato and sugar cane flourish, and at the villages moderate supplies of these and other vegetables may be had. This entire region is admirably adapted for dividing up into estates, and every kind of tropical plant will thrive well.

Beyond the Coast Range, which is here little more than one hundred miles from the sea-board, the country is considerably elevated, thickly populated, and of very great beauty; it is a well watered land, and if it is possible to judge by the hearty, robust appearance of its people, a healthy one also. At present the French colonial officials will not permit white men to enter this fair land; no one outside their own charmed circle being permitted to pass beyond the military poste on Njoli Island; but this restriction, we may hope, will soon be removed.

The Kisanga approached the broad mouth of the Gaboon River at dawn on the 6th of November. It had rained heavily during the night, but with the rising of the sun the clouds broke away, and the rich sunlight shone through the clear air upon a glorious landscape of hill and dale, refreshed by the recent rains. The river is from eight to ten miles wide, and the channel between the banks is well buoyed and carries a depth of from eight to ten fathoms. The course at first lay to the south side of the river until well within Sandy Point, when a course is laid directly to the guardship, which is anchored in front of the public buildings a mile from the northern shore.

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Gaboon is thought by many to be the most attractive port on the West African Coast, as it has unquestionably the largest and most secure harbor, there being not less than sixty square miles of anchorage ground. As the steamer neared the northern shore the foreign settlement came more distinctly in view; to the right were the English and German factories where Messrs. Sinclair and Schiff were to spend the next three years, and just back from the river, on the summit of a low hill, Mr. King's home could be seen nestling cosily amid a wealth of greenery; away to the left were the extensive grounds of the French Catholic Mission, the heavy stone buildings hidden by the rows of cocoa palms, while just ahead were the French government buildings and a number of shops and boarding houses. Several vessels were at anchor in the harbor; some receiving their cargo of bar wood, and one was unloading cattle by lowering them into a lighter by means of a rope fastened around their horns.

Our four friends were in a state of pleasurable excitement, for this was the end of their voyage, and for three of them it was "home," for they had come to look upon Africa as their adopted country, the land that afforded them a living, and where they had spent the best years of their lives; so they were making up their last bundles, taking leave of the stewards, and every few moments scanning the shore with that loving, interested gaze with which one looks into the face of a long-absent friend.

The Kisanga was not detained at the guardship, and, passing up the river, anchored in front of Messrs. Hatton & Cookson's factory. While still coming up the river boats were seen to leave the shore, and as soon as the anchor was down they came alongside, and there were joyful greetings, while the news was eagerly inquired for, and when curiosity was in a measure satisfied all hands adjourned to the saloon for breakfast. As the news from

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shore was all favorable, the party that gathered around the table were as merry and jolly as men know how to be. Mr. Schiff was especially gay; he sang songs, told his best stories, and kept the company in a roar of laughter all the while.

After breakfast the luggage was all sent in a lighter, and it was not long before the boats followed with all hands, and they soon landed at the end of the pier that Messrs. Hatton & Cookson have built out beyond the breakers to deep water. The custom house regulations at Gaboon are often annoying to strangers, but our friends were so well known they had no trouble; the inspection was soon over, and strong-limbed Kru boys carried the packages away to their various destinations, followed by the owners, and the pleasant voyage was a thing of the past. Mr. King's little carriage was in waiting for him, and he and Mr. Alexander were soon rattling through the streets behind a team of four strong Kru boys and up the hill to the cool and comfortable home beneath the breadfruit and mango trees.

Gaboon is a long, narrow town, extending for some three miles along the river bank, and with an average width of half a mile. The great mercantile establishments are near the beach for convenience of handling cargo, while back of them is the residence portion of the town, half hidden by the broad plantain and banana leaves, as well as mango and other fruit trees that have been planted for the sake of the shade. The government buildings, cathedral and public gardens occupy a prominent position on a bluff thirty or forty feet high, back of them being the residence of many of the officers as well as the barracks for the troops. The streets are macadamized, and in the evening when the people go abroad to get the air and hear the news, they present quite a scene of gayety, especially upon moonlight nights. An excellent band plays in the governor's

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garden every Sunday afternoon and evening and upon all gala occasions.

The land near the mouth of the Gaboon is rather high and hilly, but a few miles up the river the hills recede and leave a broad valley that is covered with a thick growth of mangroves, bamboos, palms, pandanus and other water-loving plants. This great swamp, or inland delta, continues all the way up to the foot-hills of the Coast Range, some seventy-five miles distant. The river is navigable to these foot-hills for river steamers of the smaller size. The soil is everywhere productive, and contrary to what might be supposed, the low-lying river basin is not particularly unhealthy. Gaboon formerly possessed an extensive trade in ivory, but this has now drifted away to the Ogowe, leaving the former little else than her magnificent harbor, unless she builds a railway following the line of hills toward the interior, and employs the native labor in working large estates of cane, coffee, rice and tobacco. Iron ore of good quality is found in the hills, and the natives smelt small quantities for manufacture into spears, knives, hoes and other implements. This and other minerals might be made a source of profit, but for the present the country may be more satisfactorily developed from the Ogowe than from the Gaboon.

The Gaboon markets are well supplied with the various kinds of country produce, such as plantains, bananas, yams, sweet potatoes, cassava, maize, beans, palm nuts, palm cabbage, fresh fish and turtle, dried fish from Cape Lopez, monkeys, deer, pigs and other game, and quite a variety of forest nuts. The gardeners who have been instructed in the Catholic Mission also sell all kinds of tropical fruits, together with tomatoes, eggplants, okra, cabbage, lettuce, radishes and many other home vegetables. The month of November is early summer-time in this latitude, and so our friends had arrived at the season of the greatest plenty

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HOME OF COFFEE PLANTER. NEAR GABOON

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when the markets were fairly overstocked with good things.

On Saturday evening there was a large dinner party at Mr. King's house to celebrate the safe arrival of the Kisanga's passengers, when the gallant Captain was the recipient of many thanks for all his kindness during the voyage, and all the guests professed their determination to travel only by the Kisanga so long as Captain Charles Thompson was in command. On Sabbath morning the five friends attended service in the Presbyterian church and spent the remainder of the day at Mr. Schiff's comfortable home. Any one seeing Mr. Schiff among strangers would scarcely suppose he was one of the best of housekeepers, very few ladies being able to exceed him in this respect—a valuable accomplishment to those living bachelor lives upon the Coast.

On Monday morning the four friends gathered upon the Kisanga's deck to say "good bye" to Captain Thompson and wish him a prosperous voyage to Merrie England and return. Mr. Alexander was to remain over at Gaboon for one trip, so the good Captain felt that he was quite deserted. At eight o'clock the rattle of the anchor chain warned our friends it was time to go, and with many a hearty "bon voyage" they hastened down the ladder, and by the time they had reached Mr. King's house the Kisanga was in the offing and had turned her head to the northward. As the four friends seated themselves upon the veranda, with the wide and beautiful river before them, the tall cocoa palms waving their graceful arms in the morning breeze, and the rich sunlight bathing the landscape in a flood of glory, they heartily agreed that nowhere on this broad earth was there so goodly a land as Newest Africa!

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